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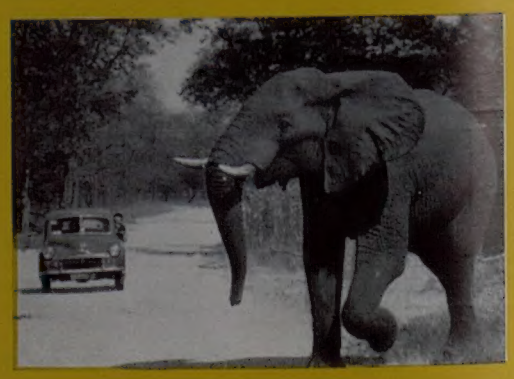
What a wonderful holiday we've had . . .

"All good things come to an end . . . and here we are homeward bound. But what a host of wonderful experiences and adventures we've enjoyed.

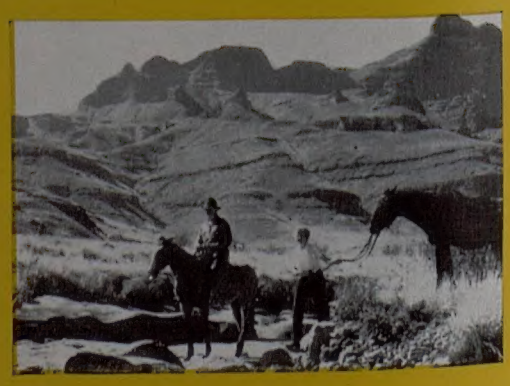
Naturally we went to the game reserves . . . everybody does. You tour around in a car and see all manner of wild animals, including the lordly lion. Our cameras were kept busy all the time and we got some amazing shots.

That's not all by any means. We bathed in the warm Indian Ocean at lovely, lively resorts. We visited Native kraals and were intrigued by their quaint dress and customs. And think of it, glorious warm sunshine beamed on us every day.

It's quite the most wonderful holiday we've ever had."



In the Kruger National Park



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Volume CCXXVII No. 2961 The SPHERE, London, December 29, 1956

The SPHERE

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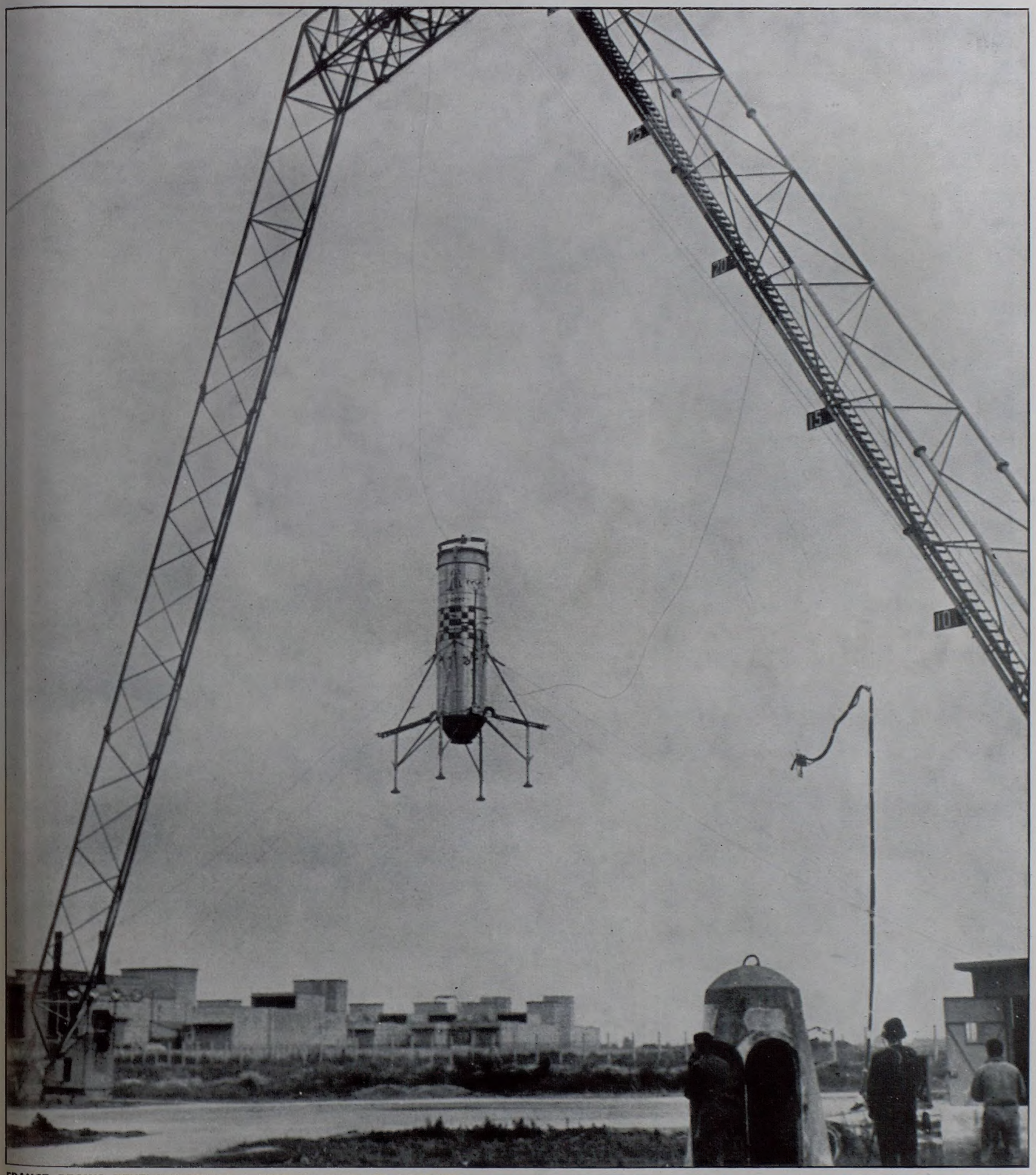

FRANCE BEGINS DEVELOPMENT OF A VERTICAL TAKE-OFF AIRCRAFT—A FRENCH VERSION OF THE BRITISH ROLLS-ROYCE "FLYING BEDSTEAD" RISES FROM THE GROUND DURING RECENT TESTS NEAR PARIS. The Atar Volant P.1 consists basically of a downward-thrusting jet engine in a simple framework, mounted on four "legs." It is radio-operated by remote control, and is stabilised with strong cables attached to the tall steel arch. In the foreground, technicians watch near a concrete shelter.

The Atar Volant P.1 is a great deal smaller than the "Flying Bedstead," and has only one jet engine instead of two. The four "legs" are similar, but the framework is far lighter and simpler. The Atar Volant P.1 is pilotless, whereas the "Flying Bedstead" is controlled by a man sitting on top of it. It is not easy to see whether or not the French machine's stability is assisted by projecting compressed-air jets, as is the case with the Rolls-Royce aircraft. It is controlled from a glass-domed observation lorry. Technical details of its performance have not yet been released, but it is probable that, like the "Flying Bedstead," the Atar Volant is the first step towards the development of a practical jet-powered V.T.O.L. (vertical take-off and landing) aircraft, in the form of a "convertiplane." This type of machine can take off and land vertically, thus saving space on airfields and needing little or no room from which to operate. It can "convert" from vertical to normal forward flight, or vice versa, while airborne. The first picture to be released of the Short SC1, Britain's most advanced V.T.O.L. machine, appears on page 527.

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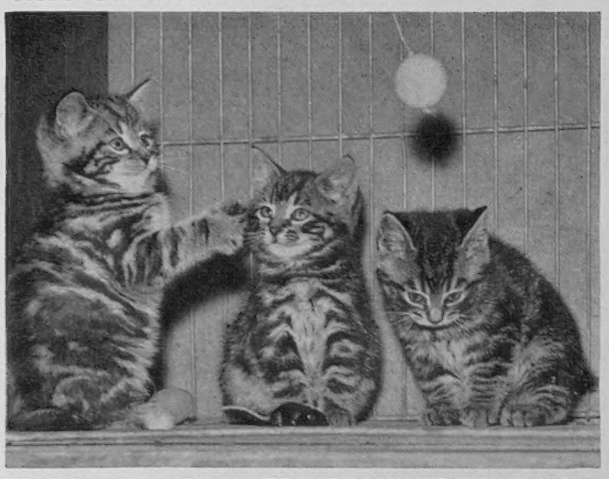
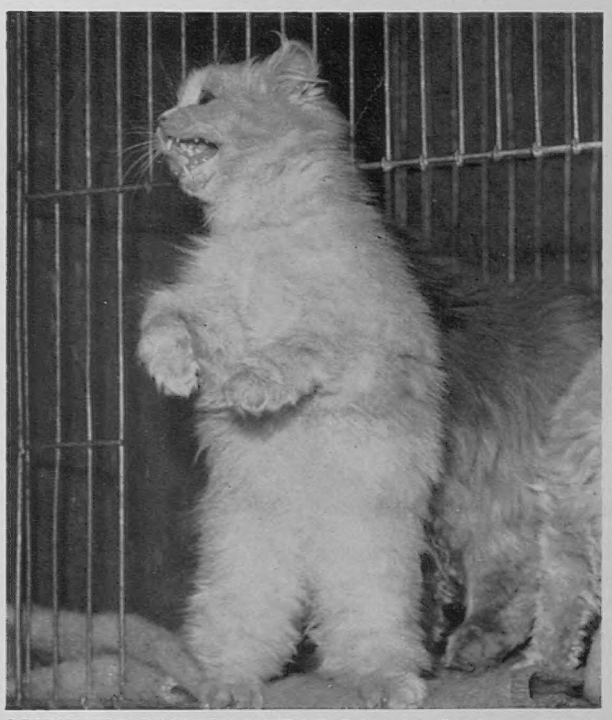
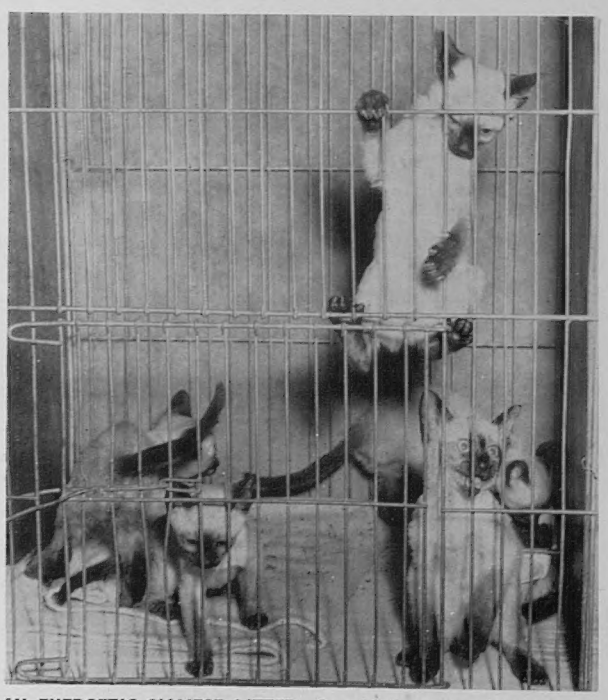
CATS ON SHOW IN LONDON



EXHIBITS AT THE NATIONAL CAT CLUB'S DIAMOND JUBILEE SHOW: Three kittens in their cage enjoy a game with a ping-pong ball "punch-bag" and a toy mouse. This attractive litter was shown by Miss G. Sladen, of Henley-on-Thames.



A PERSIAN ADDRESSES THE MEETING: Roberta, a Persian exhibited by Mrs. P. H. Rowan, of East Sheen, tries to attract visitors' attention. The Diamond Jubilee Championship Show had a record entry of almost 3,000 cats in over 500 exhibits.



AN ENERGETIC SIAMESE LITTER: One kitten gets rid of excess energy by climbing the bars of its cage. The cat adjudged to be the best exhibit of any in the Show was a seal-point adult Siamese male, Mr. W. Lamb's Ch. Causeway Pita.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire, are £6 1s. 6d.; 6 months and Christmas Number, £3 3s.; 6 months without Christmas Number, £2 18s. 6d. For Canada the rates for the same periods are £5 14s. 6d. (or $16), £2 19s. 6d. and £2 15s.; and for elsewhere Overseas £5 19s. ($16.50 cents in the U.S.A.), £3 1s. 9d. and £2 17s. 6d. All terms above include postage.*

A London Newslette

195-198, STRAND, W.C.2.

A Happy New Year?—I wish all readers a Happy New Year for 1957. It is a century since Palmerston's triumphs with gunboat diplomacy, since the Indian Mutiny and the stirring at home of a social conscience. Social reformers will tell us that in these 100 years we have moved from barbarism to civilised democracy. Cynics will tell us that the contrary—in the international field—is the truth. There is something to be said for the arguments pro and con. Many still topical questions were mooted in 1857. A century ago the idea of some form of public education was propounded and not very encouragingly received. Another idea was that divorce should no longer be the prerogative of the rich, and something came of that. Transportation was actually abolished or died naturally. Life peerages were considered and rejected. A plan to cut a canal through the Suez isthmus met with a discouraging reception in England. A plan for a transatlantic electric cable excited a mild curiosity and no more. Our local representatives had recently committed a "smash and grab" on an "insolent barbarian" at Canton, which the public upheld early in 1857. And the Indian Mutiny became front page news for the bulk of the year 1857. We cannot expect that in 1957 we shall move very markedly from international trouble and anxiety or that our national economy will compare favourably with that of 1857. Certainly we now share more equally what we haven't got, and social justice is better than the flesh-pots of privilege. But unfortunately the liquidation of gunboat diplomacy has yet produced no substitute and most of our present political misfortunes stem from that; while at home we are handicapped by our still half-baked notions of the meaning of democracy and the still meagre results of national education. Well, a happy New Year to you all, and it may be that the latest-born baby who lives to earn the Sovereign's telegram, will have a much prettier picture of a century's progress in 2057. There is really no less reason to hope on January 1, 1957, than on any previous New Year's day. Hope is the very last thing men can afford to scrap.

Studying Disarmament.—It is some comfort to know that while we were celebrating Christmas and all that Christmas means and stands for, the experts here and, presumably, in Russia were examining the American President's latest proposals for disarmament. These proposals do not, it now appears, afford much relief to the hard-pressed greater powers in manpower and conventional armies. Still, as in previous proposals, they envisage the five chief powers, U.S.A., U.S.S.R., China, Britain and France, supporting between them 9,000,000 men in arms! We should call that an outside safety margin if internal security and police duties were the chief headaches of the powers. But we are still (as ever) in the stage of getting together with generous gestures. The new feature of the proposals is, of course, the President's concession on "foolproof" air inspection. A full control system for arms levels would be gradual and some means of control would follow each stage of disarmament. Disarmament would include control of long-range guided missiles and there is provision made for the halting of hydrogen-bomb tests, though it is not made clear at what stage the U.S.A. would agree to a total or permanent cessation, even if adequate control could be agreed on by both sides. The proposals, therefore, encourage very little hope of early relief for terrified peoples and the victims of crippling taxation. It is something that they keep the ball in the air, back and forth across the net. It is something that the Great Powers keep this problem in memory among their day-to-day preoccupations, even if they cannot accept or realise that its solution would solve the bulk of the sum of the world's misery and madness, as the means of winning security and prosperity for all nations are squandered on weapons of universal destruction.

NATO.—Our representatives certainly went to the NATO meeting in Paris with clean hands (as hands go) and a strong case for some revision of NATO's present organisation and purpose which will afford us relief we have deserved and strengthen hands of that vital organisation which we have loyally supported. Within our resources, which are limited, we bear and have borne the heaviest armaments burden in the Western World, practically double that of any other country and certainly twice that of American taxpayers. We give to our NATO commitments 10 per cent. of our output, 30 per cent. of our tax receipts. While other West European nations have spent royally on modernising railways a roads, we have remained medieval in these matte While Western Germany has been snatching our marke we have committed almost our entire military resour to Germany and NATO. Our four divisions in Germa bedevil our finances. They remain there because o solemn pledge by Western Germany to provide twe divisions for NATO. That figure, despite their Chancello latest promises, is unlikely ever to materialise. Some the very money voted towards them is being spent social services. Neither for the sake of Western sal tion, of NATO, of Western Germany, can we be expect to continue being led up the garden path to econon ruin. The case for a show-down with Adenauer is ve strong and urgent, and a 30 per cent. withdrawal of o forces in Germany is not putting too high an equitab revision of burdens—even if Germany is prepared continue contribution to the maintenance of our divisio There seems at last some prospect of the inequitab weight of Britain's contribution to NATO defence receiv tardy recognition not only in Germany but in the No Atlantic Council, and that that recognition may be giv effect in efforts to be made to bring the organisatio into more realistic shape to carry out its functions a to meet its fearful commitments if the need arise. F in recent weeks the Russians have proved, if furth proof was needed, that NATO has as much reason ever to be strong and to be ready, and those things a only to be obtained by fair shares for all its membe alike in the cost and in the responsibility.

The Chancellor's Optimism.—A week or two ago I saw very little occasion for optimis by Mr. Macmillan who had seen two years of hard a patient work overthrown—and all to do again. But announcing his new and necessary austerities, he h repeatedly spoken optimistically about their slight effe on the cost of living, usually bolstering up his confiden with statistics of percentages of 1 per cent. And ev while he was handing these assurances out, every one us whom the costs of bare existence anxiously concer found the cost of living rising in every vital item. U went freights and fares, as up went the price of petr Coal and steel went up, bread went up; and there c be few besotted optimists remaining who do not clear envisage an upward swing in prices of most of o necessities in the New Year. The rise in the cost living is clearly seen already in the shorter life of on "chicken-feed" weekly drawings for running costs an day-to-day expenses. Optimism, no doubt, is a valuab asset and a very necessary one in Ministers, but optimist assurances which are contradicted on the same day which they are made suggest that they are no mo than lobby expedients and can do no good to a Minister reputation for long-sightedness. The assurance that shall hardly feel our new flagellation brings me comfort at all. I have been sharply pained by t first strokes. And the fact that the extra petr duty is to remain for a full month after rationin ends suggests that this prefect is a sadist who enjo his job, or a Minister whose experience has convince him that once the cost of anything is raised, it is ver unlikely to fall when the emergency which caused th rise is past.

ANGLO-GERMAN SOCIAL SECURITY PACT

RECIPROCAL AGREEMENTS ARE SIGNED IN LONDON: Mr. Selwyn Lloy and Herr Storch, the German Federal Minister of Labour, put the signatures to documents at the Foreign Office in Whitehall. Sittin on the extreme right is Mr. Boyd-Carpenter, Minister of Pensio and National Insurance. The agreements enable workers fro either country to take advantage of the health services in the countr where they are at work. They also cover national insurance an unemployment insurance, so that British or German nationals goin from one country to the other can have their records of employmen and contributions in both countries taken into account for benefi

Road Casualties and Petrol Shortage.

The December road casualties will be interesting to all concerned with motoring, road building and the tragedy of the road. That month's figures will cover almost a full month of traffic reduction due to conservation of tank stocks, to the greatly increased cost of petrol, to shortages in garages, and generally to practices and precautions for improving mileage. In cities and in the country the fall in traffic proved very large from the start of the oil crisis. Added to that traffic reduction, the average pace of cars, lorries and vans was noticeably slower than normal. Moreover, in the Southern half of England at least, the weather was mild and generally dry. All these factors I shall expect will contribute to a remarkable decrease in road casualties for December 1956; and December is usually a deadly month round the Christmas holidays, especially in severe weather. If the figures do reveal a startling decline, those who lay the blame for our road slaughter on antiquated roads will find full justification for their case. If the decrease is small or nil, those who hold that speed is the prime cause must think again, for quite certainly fast driving began to decline early in December and continued to decline. On my lawful occasions at 35/40 m.p.h., I was seldom passed. The December figures are not likely to prove the benefits of the latest regulations of the Traffic Acts to come into force. Those reforms will be much more likely to be ascertainable when petrol is plentiful and traffic normal (or abnormal) again. And if the December and spring monthly figures reveal a salving of death and maiming on the roads, will the conscience of the Government urge it to seek the means to keep those casualties down by new and severe restrictive practices? Its conscience may be active. Its actions are restricted by too many important and complicated considerations, economic rather than humanitarian.

Bonny Fighters.—There are among civilised people to-day many sharp and bitter differences of opinion on the question of *when* it is right and just to fight. There is hardly any difference of opinion among the same people as to *how* to fight if force is used. Those who condemn the Anglo-French actions in the Suez Canal area and indeed in the Middle East have an opportunity to make an *amende* with the two pictures before them of Egyptian and Cypriot methods and those of the Anglo-French forces; not to speak of Communist methods in Hungary. In a "straight fight" Nasser's invincible army *ran*—true to form. Like the EOKA terrorists, they have long proved "bonny fighters" in dark corners. To stab or sling a bomb and run away is a technique they share with all thugs and criminal gamins, and with long practice they have brought it to a high pitch of efficiency. They are skilled saboteurs and assassins, and Nasser perhaps is proud of his guerilla bands which have taken the place of his invincible army. We ended the old year in a spirit of bitter criticism. Everybody was blaming somebody. Turning over a new leaf for a New Year, a global good resolution might well be to be just even in criticism, to take a leaf from Pope and to preface the condemnation and trouncing of your victim by marshalling first his good points. Then the trouncing is much more likely to appeal. When our troops (rightly or wrongly) were ordered to fight at Port Said, their restraint, humanity and discipline more than half redeemed the beastly name of war. If the name of "Jingoes" is once more to be applied to us, let the typical song of the bad old days be brought up to date:—

We don't want to fight but, by Jingo, if we do,
We 've got the guts, the discipline, we 've got the mercy, too.

M. de Sade.—In France, in a court of law, an attempt was made lately to whitewash the dingy reputation of the Marquis de Sade, who died in 1814 and gave his name to a common adjective. M. Jean Paulhan convinced the court that Sade had influenced many great writers who followed him, including Lamartine and Nietzsche, and was indeed a philosopher and a Freud a century before his time. Perhaps the most important evidence given in court was that of M. Jean Cocteau. He said that "the merest thriller from prudish America was more pernicious than Sade." I agree with him. In these post-war years the under-counter booksellers of Paris have had nothing on the "prudish" publishers and best-sellers of America, from whom, often to our cost, we have lavishly copied our fashions for two generations.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

TRAVEL AND HOLIDAY NUMBER

Special six-page Section covering Resorts and Tours and including Travel Diary and Information.

ALSO

BRITAIN'S INDUSTRIAL ACHIEVEMENTS

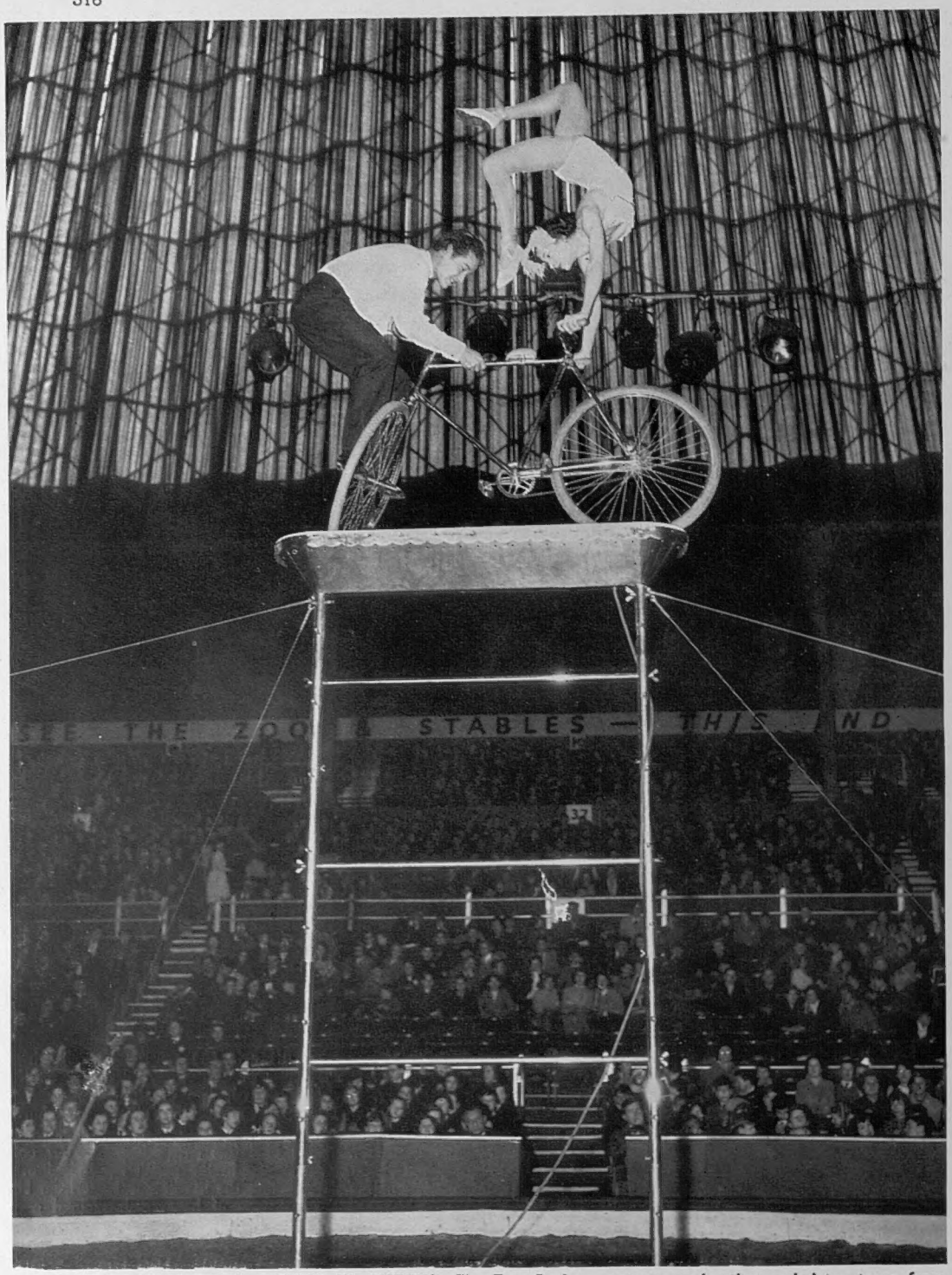
By JACK HARTSHORN

THE REBUILT PARISH CHURCH OF ISLINGTON, NORTH LONDON

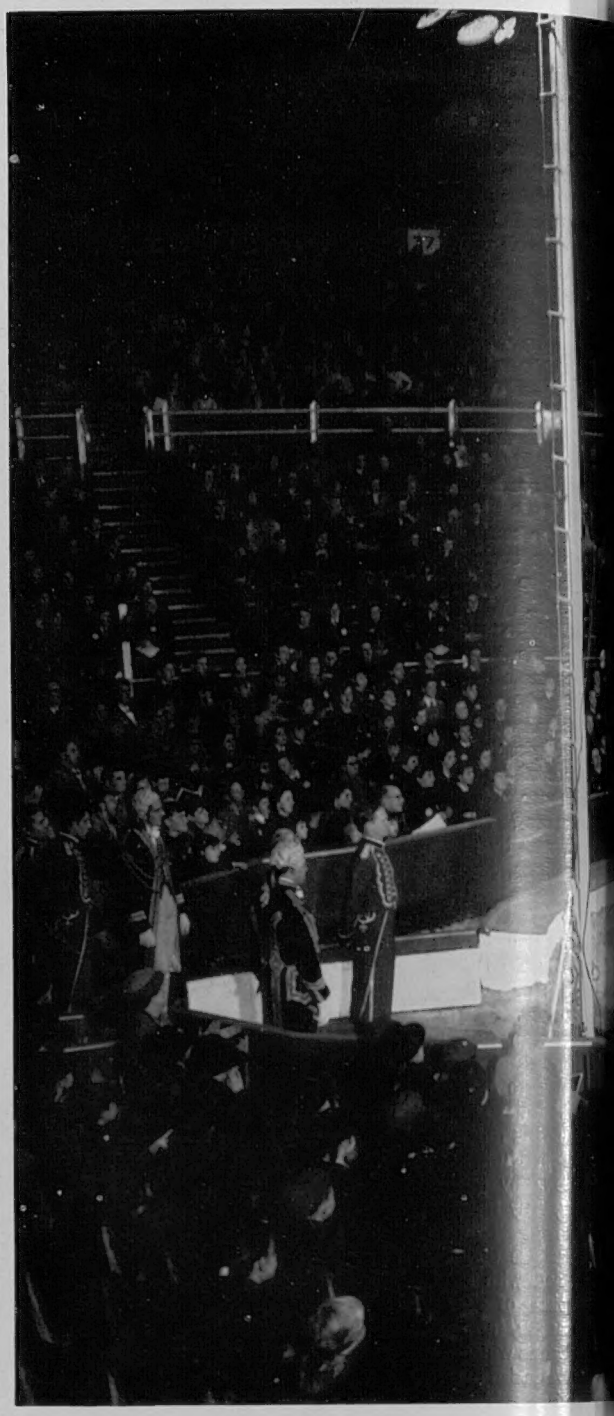
ST. MARY'S PARISH CHURCH, ISLINGTON, IS OPEN AGAIN : A view looking towards the altar in the rebuilt church which was rehallowed by the Bishop of London last week in the presence of the Duchess of Gloucester. Present at the rehallowing service were the Vicar, the Rev. M. Wood, and the Rev. David Sheppard, one of the curates. The Bishop of Barking, the Right Rev. Hugh R. Gough, the former Vicar, was unable to attend. The former church was destroyed by a high explosive bomb in September 1940 and only the steeple remained. During the rebuilding, which was begun on March 1, 1954, services have been held in the Bishop Wilson Memorial Hall (the parish hall). So far only the actual church building has been restored and the estimated cost is £100,000. An appeal in the parish has raised over £6,000. In place of an east window, Brian Thomas has designed a series of murals depicting the life of our Lord from His Nativity to His Commission to the Church. The ceiling is painted white and the walls are of honeycomb-coloured cork. The architects are Lord Mottistone and Mr. Paul Paget. During the rehallowing service the exterior of the church was floodlit.

LOOKING AHEAD TO NEW YEAR'S EVE

PREPARING FOR THE FESTIVITIES OF DECEMBER 31 : Mr. A. R. Thomson, R.A., and his daughter are at work on a section of the backcloth which will form part of the decor for the Chelsea Arts Ball at the Royal Albert Hall on New Year's Eve. This is the first time that the artist who has designed the decor is also painting the "blow-up." Mr. Thomson and his daughter are working from a half-inch scale. The backcloth will measure approximately 100 ft. by 50 ft. The diversions at the ball, where the accent is on "Spring," will be provided by seven art schools.



THE BERTRAM MILLS CIRCUS RETURNS TO OLYMPIA: The Two Beeloos, a teen-age brother-and-sister team from Utrecht, Holland, execute their skilful bicycle balancing act during a performance before an audience consisting mostly of excited children in the Grand Hall at Olympia. The Bertram Mills Circus began its 1956-57 winter season last week. This year, none of the acts are going to be televised.



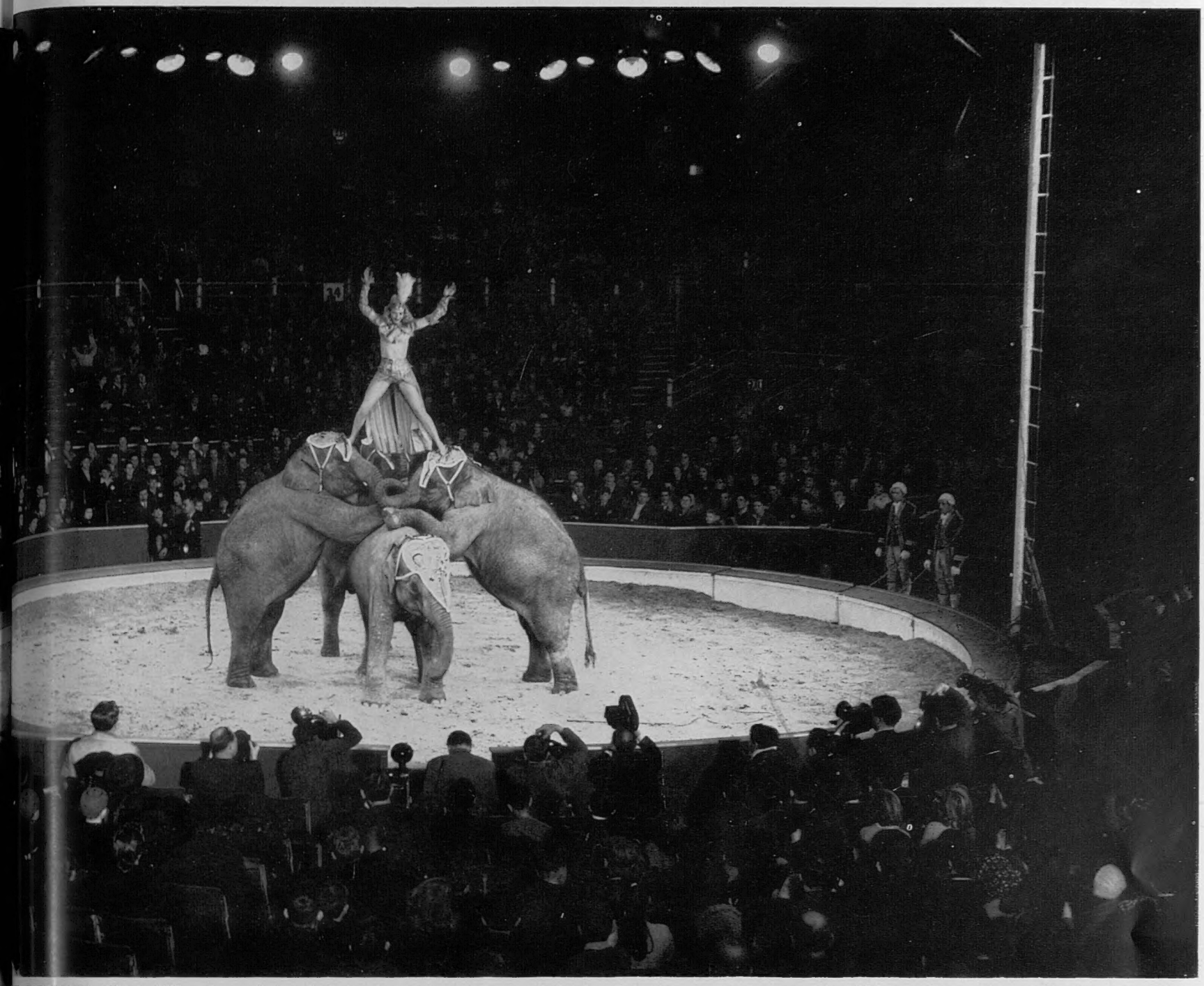
THE CIRCUS ARRIVES

The Bertram Mills Season Opens at Olympia, in London

The Bertram Mills Circus has returned London's Olympia for its thirtieth seas and, as befits Britain's largest and most elabo circus, it has introduced no fewer than eigh acts never before seen there. These include Mohawks and Davy Crockett; "fearless Red In riders," and legendary hero performing complica turns on horseback at the gallop. Then there the Three Oliveras, who have just returned fr America and who are described as "Spain's m sensational act on the bar." Kurt Dubrow his mixed team of zebras, ponies and palom have developed an act in which the usually untra able zebras play a prominent part. Another te which is appearing for the first time in Britain Malta and Fernando's Comedian Dogs. Ma and Fernando have trained their well-dres charges to be "almost human."

Malikova, who comes from the United Stat is an outstanding performer on the high wire. those who go to the circus to watch the hor the Guttenbergs' team offer a first-class demo stration in the art of bareback riding. Meribe Old, another performer from the United States an acrobat and contortionist who is making circus debut. Italy has provided a highly exp juggling act in the Five Medifreds. They are members of the Medini family, long famous in world of the circus. The Two Belingos are anot thrilling team to watch, for their turn is descri as "an upside-down trapeze-cum-perch act," a alarming height from the ground. Another attr tion for admirers of the horse are Krone's Libe Horses, presented by Jozsi Vinicky. These sk balds, greys and browns come from a famo German circus. The Four Ballans perform intric balancing feats while riding two or three at a ti on fast-moving bicycles. The Castors, speciali in a form of foot-juggling known as the Risley A

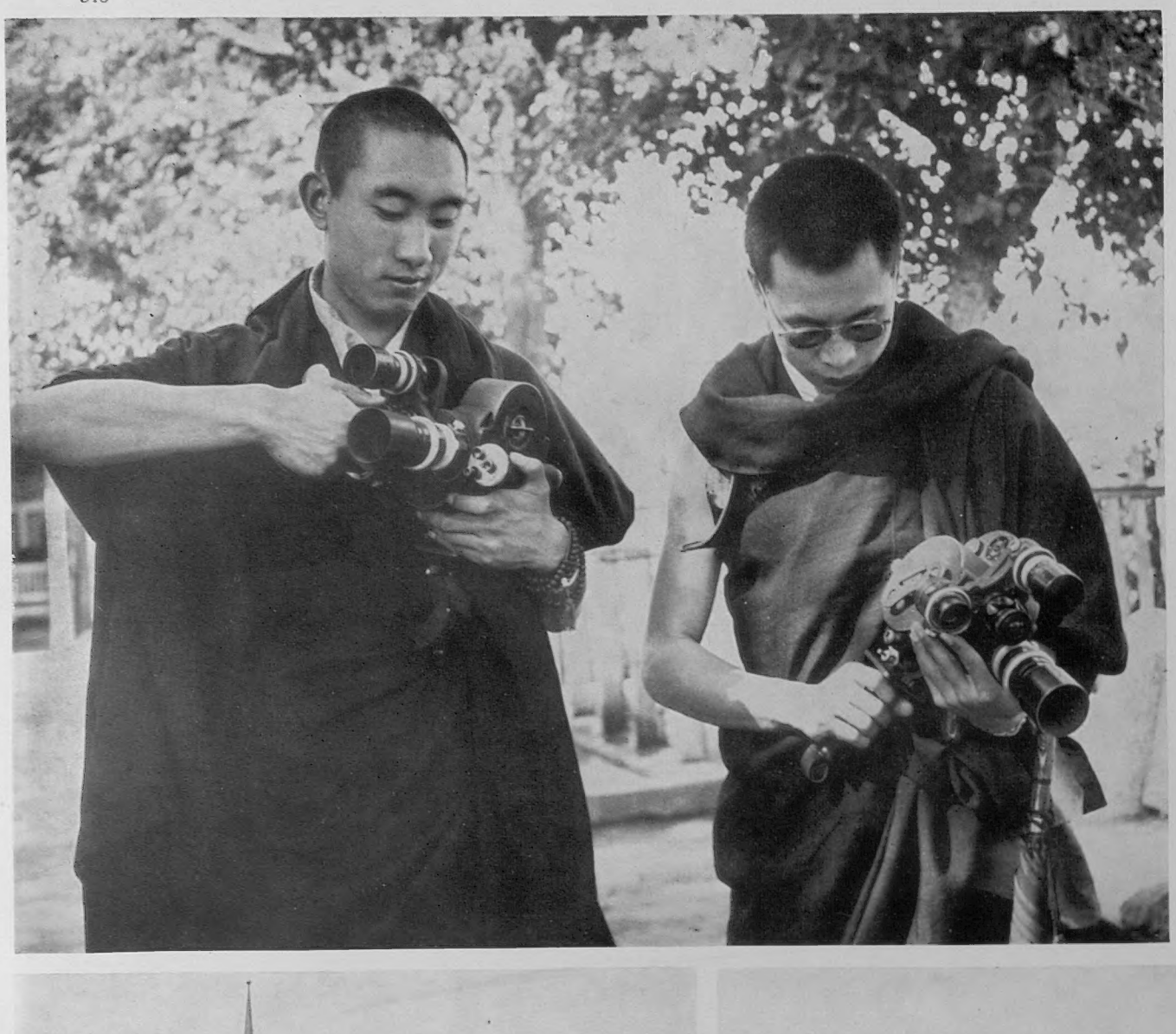
THE BARMAID SERVES HER "CUSTOMERS": Lydia and her lions from Holland form a team which is appearing for the first time in Britain. Five cats lounging at the "Lions' Bar" are fed with tit-bits by their "barmaid." In contrast with the convivial group at the far end, the lion in the centre seems to be suffering from a hangover.



R ELEPHANTS AND A GIRL : An audience of thousands watches as Joan and the four baby Burmese elephants in her skilful team form a pyramid in the centre of the ring. This was the climax of an act which included evolutions performed by the elephants while standing on tubs. The act has not been seen previously at Olympia. The current season of the Bertram Mills Circus closes on February 2. Eighteen of the acts are making their first appearance at Olympia. Some have never been seen in Britain.

S ON WHEELS : Dressed in skirts and muzzles, two of Donatha's bears pedal round the ring on a special tandem bicycle. Behind them, almost hidden from view, their handler guides their evolutions. These bears also ride on motor-scooters.

SISTERS ON THE TIGHTROPE : Tonita and Lill Loettel, a team of sisters from Germany, perform with sunshades on their precarious perch. As in the case of a number of other acts, Tonita and Lill have not appeared at Olympia before.



THE ROVING CAMERA

Personalities and Events at Home and Abroad

On left—

THE RULERS OF TIBET TAKE TO PHOTOGRAPHY: The Dalai Lama (right) and the Panchen Lama adjust their cine cameras outside the ancient caves on the island of Elephanta, near Bombay, where they intend to take pictures of the famous statues and carvings. They have spent five weeks touring India, having arrived in Delhi at the end of last month for the celebrations of the 2,500th anniversary of the birth of Buddha. On the first opportunity after their arrival they bought cameras so that they could keep pictorial records of their tour. The Dalai Lama is the spiritual and nominal the political ruler of Tibet and the Panch Lama is his deputy. Considerable politi importance is attached to their visit India. It was their first journey outs their own country since the Chin conquest of Tibet five years ago. In t period relations with India have be strained and it is believed that the Lam visit may be the beginning of a renew of friendship. It was also regarded significant that the first few days of th stay in Delhi coincided with the visit the capital of India of Mr. Ch En-Lai, the Prime Minister of Chi

A DOUBLE-DECKER CHURCH IN NORTHERN IRELAND: St. Comgall's, Rathcoole, Belfast, has recently been opened. The church, seating 400, is on the first floor and on the ground floor is a hall. The cost of the building was £15,700.

FOG AT THE GOLDEN GATE: Only the tips of the famous bridge in San Francisco are visible above the cottonwool effect of a December fog engulfing the bay. Above, the partially obscured sun gleams like a Christmas decoration.

HEAVY SEAS IN THE CHANNE The cross-Channel steam *Maid of Orleans* ent Folkestone harbour in hea seas, the aftermath of a g early last week. *On lef* The ship's head rope carried to the quay by rowing-boat because of high wind. The crossing been rough and if the gale not abated the *Maid of Orl* would have been diverted Dover. In the North Sea Dutch liner *Statendam* (24, tons), which was on eng trials, broke down with turb trouble during the storm was towed to Rotterdam by t Off the west coast of Irela two weather ships stood by crippled steamer, the *Ba Cawdor* (3,721 tons), in gale in the Atlantic Oce

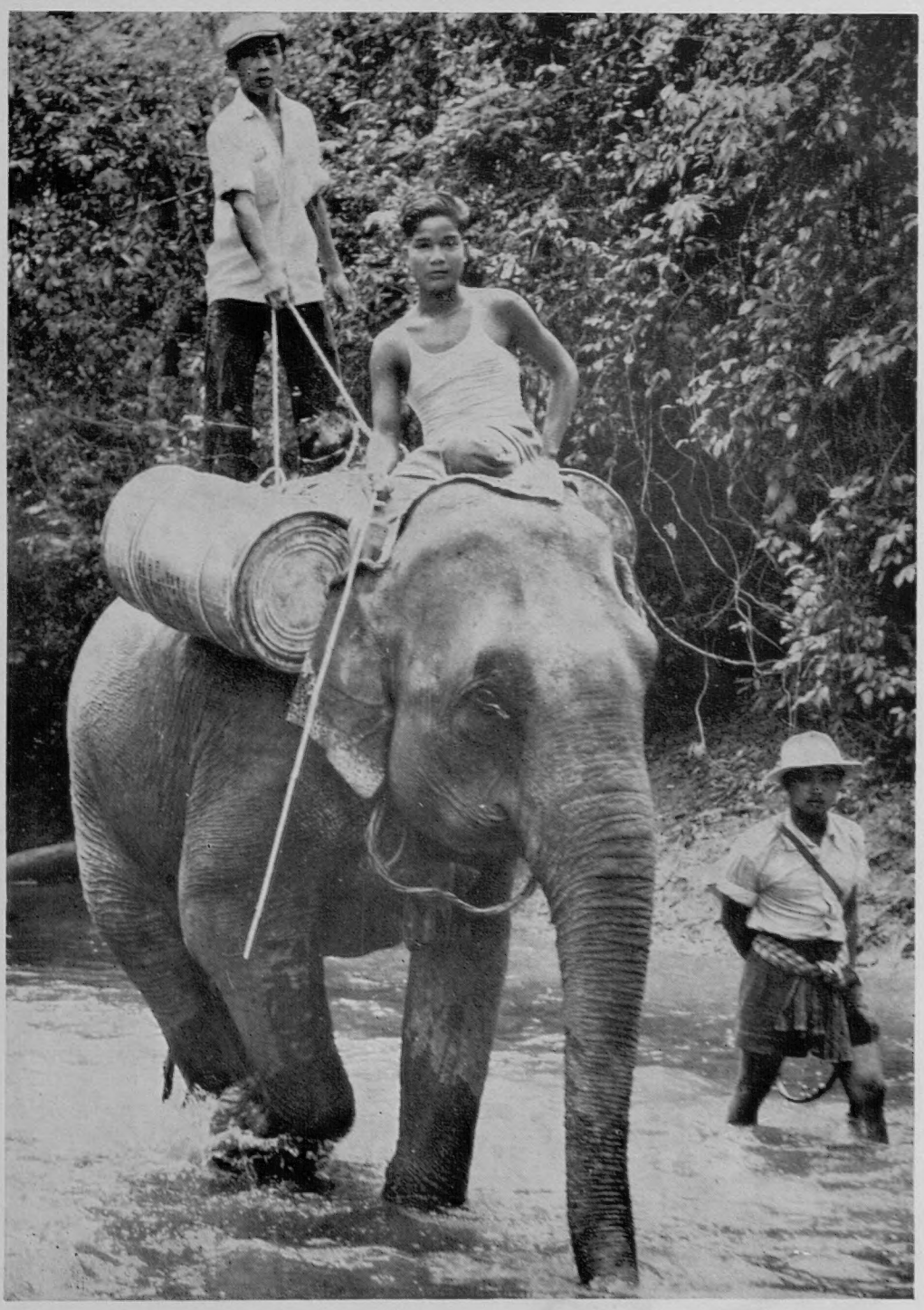
On left—

AN INFORMER IN PORT SAID: Covered by a cape, an Egyptian informer peers through slits in it at the line of suspects who have been rounded up from the Arab quarter in Port Said. This was one of the many operations carried out by the British after the kidnapping of Second Lieutenant Moorhouse. The informer reported to an officer when he saw anyone he believed might have some connection with the kidnappers. Many Arabs were questioned and searched and a considerable quantity of arms and ammunition was found on them, but little information was gathered regarding the fate of the lieutenant. No trace of him was discovered in a garage to which he had been taken according to information reaching intelligence officers. Nor did a widespread search of tenements in the Arab quarter produce any positive results. The kidnapping of Lieutenant Moorhouse was only one of many attacks made by Egyptians on British troops before they withdrew from the Arab quarter of Port Said and the United Nations took over control there. In an ambush, Major David Pinkerton, of the Royal Scots, was killed.

Below—

AN ELEPHANT TAKES PART IN A FIGHT AGAINST DISEASE: Along a shallow stream in the south area of Siam, an elephant carries on its back a tank from which D.D.T. is being sprayed. In this area the jungle is rife with malaria-carrying mosquitoes, which can be wiped out by the D.D.T. spray. This task could not be carried out by any mechanical means and the elephant is probably the only form of transport for the operation. Malaria was formerly one of the main causes of death and disease in Siam. Now, with widespread spraying of the D.D.T. chemical in many areas, the incidence is being gradually reduced.

AMERICAN FLAME-THROWER FOR PARATROOPS: The weapon, known as the E.30 R-1 one-shot flame-thrower, held ready for firing during its field tests at the United States Army Chemical Centre at Edgewood, in Maryland. *On right*—Flame pours from its muzzle as it is fired. The E.30 R-1 weighs only 34 lb. when loaded and is designed for use in close combat fighting. Because of its light weight and compact design it can easily be carried by paratroopers dropping in operations from aircraft. It is waterproof and can be fired effectively and comfortably from several positions. The fuel capacity of this new United States Army weapon is two gallons.



A BIG ROUND-UP IN PORT SAID: Suspects with their hands on or behind their heads are marched by British troops down a street to an interrogation centre. Some 1,000 Egyptians were rounded up in an attempt to trace the kidnapped British Lieutenant Moorhouse, a twenty-one-year-old National Service officer of the West Yorkshire Regiment. Every person arrested was questioned and all men and youths over the age of fifteen were searched. At a Press conference after the round-up Lieut.-General Sir Hugh Stockwell, the commander of the Allied Forces, said he had been assured that Lieutenant Moorhouse had been taken to the Nile Delta. He had received information to this effect from Mr. Riad, the Egyptian Governor of the town. The General had told Mr. Riad that he wanted the Lieutenant back if he were still alive. It is believed that Moorhouse was taken from Port Said in a felucca down one of the numerous waterways leading to the Delta. (Another picture of the search is on page 519.)

THE SEARCH FOR THE KIDNAPPED LIEUTENANT

Operations to Trace a Young British Officer in Port Said

TROOPS COMB THE ARAB QUARTER: *Left*—Men of the Royal Scots Regiment break into a house in a narrow street in Port Said. In four blocks of tenements, military parties searched every room. A sergeant interpreter in a loudspeaker jeep ordered all residents of the houses to stay indoors and keep away from windows. *Right*—Male inhabitants face the wall with their arms up as they are searched. There was still no trace of Lieutenant Moorhouse many days after his kidnapping.

AN AMERICAN TANKER MAKES FOR SOUTHAMPTON: The *Sinclair Petrolore*, a 56,089-ton United States owned oil-ore carrier, heads for Fawley, Southampton. The vessel, which was the first to be diverted to Britain under the American emergency oil aid plan, was carrying a cargo of 52,600 tons of crude oil from the Kuwait oilfields.

AMERICAN OIL ON THE WAY

The First Emergency Shipments are on their Way to Britain and Other Western European Nations

The Minister of Fuel and Power, Mr. Aubrey Jones, has announced that the present level of cuts in diesel oil and fuel oil supplies to industry "depends on the amount we shall get from the western hemisphere." The Minister went on to say that as regards fuel oil in particular the possibility of another reduction down to as much as 25 per cent. depends on the supplies coming in over the next six weeks. If no more comes into the country than at the present moment then another cut will be almost inevitable. But in the opinion of the Minister larger quantities will be forthcoming.

A few days after the Minister's speech the first diverted American oil-carrying vessel, the *Sinclair Petrolore*, docked at Fawley, Southampton. She carried a cargo of 52,600 tons of crude oil which had been originally destined for Philadelphia but had been diverted in accordance with the re-routing of world oil movements under schedules drafted by the Middle East emergency committee organisation formed by fifteen American oil companies. These companies have been invited by the United States Government to implement its master plan for emergency oil shipments to Europe. The plan provides for 500,000 extra barrels of oil daily for Europe. The scheme is effective until March 31st, 1957, but can be renewed.

LULL IN THE MIDDLE EAST

Clearing the Canal; in the Wake of the Israelis; Gaza at Peace

Whatever the morals of her case, Israel's efficiency in war is matched by her skill in administering conquered territory and by her ability to make a graceful withdrawal while retaining as much advantage as she can. The last accomplishment is illustrated by her evacuation of Sinai. While Israel's statesmen bargain with Mr. Hammarskjold and General Burns (and through them with Egypt) for control of the vital Gaza strip and the southern tip of the Sinai Peninsula, commanding the Gulf of Akaba, her armed forces withdraw slowly from Sinai itself, gaining as much time as possible. They were reported last week to have pulled back to positions 30 to 50 miles east of the Suez Canal. Advance parties of U.N.E.F. units have followed them up closely, but have been delayed by wrecked and obstructed roads and railways. The city of Gaza has been settling down with very little interruption of its normal way of life, for the conquerors have quickly reorganised the civil administration.

PROGRESS IN CLEARING THE CANAL: This 5,000-ton floating dock which had been blocking the Suez Canal at Port Said was raised recently by French salvage units. Frogmen and tugs worked for ten days on raising the dock, which is over 300 ft. long. The work was complicated by the fact that a sunken 500-ton tug which was lying in the dock had also to be raised.

BUSINESS AS USUAL IN GAZA: A boy with a basket on his back enters a butcher's shop in the Israeli-controlled city.

THE FASCINATION OF A HOLE IN THE ROAD: United Nations officials and newspaper correspondents of various nationalities inspect a crater in one of the roads in Sinai leading east from the Suez Canal. The party was on its way to a Yugoslav outpost of the U.N. Expeditionary Force. It is suspected that the damage on the roads and railway running between the Canal and Israel may have been caused by the withdrawing Israelis.

A MEETING OF THE GENERALS: General Stockwell (left), Allied commander in the Canal Zone, talks with the American General Wheeler (in plain clothes), who is making arrangements for the United Nations to clear the Canal with U.N. ships and men.

SHADOW OF WAR IN GAZA POST OFFICE: While a clerk postmarks letters an armed woman member of the Israeli Army watches closely. On December 10 the post office in Gaza was reopened.

INSIDE A GAZA SHOP: Two Arab carpet-weavers work at their primitive apparatus. Life in Gaza goes on in much the same manner, whoever happens to be the conqueror of the moment. In less than forty years, four nations have ruled the city: Turkey, Britain, Egypt, and Israel. It may now pass into United Nations control.

QUIET STREET SCENE: The blacksmith's tiny shop in Gaza is open to the street. While two craftsmen beat out their metal, two well-dressed Arab customers sit on stools close by. A boy watches idly. Since the Israelis reorganised the civil administration of Gaza, life has largely returned to normal. They have also attacked the problem of the refugees who live in the Gaza strip. Although Israeli forces have begun to withdraw from Sinai, they may not agree to evacuate the strip.

THE HUNGARIAN CAPITAL FIGHTS WITH A DIFFERENT WEAPON: One of the most important and busiest of the Budapest thoroughfares, Kossuth-Lajos Street, is almost empty of traffic as the city goes on strike in protest against the arrest of the leaders of the Central Workers' Council by the Kadar regime. No trams can be seen.

BUDAPEST ON STRIKE

The Hungarian Capital Continues its Passive Resistance to the Armed Might of its Oppressors

Although the Kadar regime has outlawed the Central Workers' Council of Budapest and has arrested its two principal leaders, Mr. Sandor Racz and Mr. Sandor Bali, it has been unable to gain any control over the workers in the capital or in the rest of the country. Some of the workers are returning to their factories but are refusing to work unless their demands are granted. Outside Budapest the attitude of the miners is even more uncompromising. Their ultimatum to the puppet government finishes with the words " If the Government does not accept these conditions, no work will be done in the mines even if we miners have to go begging or emigrate from our motherland." Radio Budapest has announced the first execution following the setting up of special summary courts to deal with the illegal possession of arms, subversion and looting.

A CENTRE OF RESISTANCE: Workers at the huge Csepel steelworks, in Budapest, walk out of the plant in response to the strike appeal of the Central Workers' Council. The steel workers collected their pay packets before they left to join their fellow strikers.

THOSE WHO DID WORK: A Russian truck takes a party of Hungarians to work in one of the Soviet installations in Budapest. On right a Red Army tank stands guard while a workman on a ladder repairs overhead cables.

A STRIKE-BOUND FACTORY: The Bejolannis Electrical Factory in Budapest is empty as the workers answer the strike call. Outside, a solitary railway wagon stands neglected on an adjacent siding.

THE SOVIETS MASS THEIR TANKS: More than seventy armoured vehicles are gathered in this depot somewhere in the Hungarian capital. The picture was taken by a Hungarian and smuggled out of the country when he escaped to Austria. Russian infantry are also quartered in Budapest in large numbers.

AT THE WHITE HOUSE: President Eisenhower and Mr. Nehru stand with Mrs. Indira Gandhi (left), the Indian Prime Minister's daughter, and Mrs. Eisenhower in Washington. Extreme right is Vice-President Nixon. Mr. Nehru's State visit to America lasted four days. His engagements included private talks with the President. They went from there to Mr. Eisenhower's farm-house at Gettysburg.

INDIA'S PREMIER IN WASHINGTON

Mr. Nehru's State Visit to America Included Important Political Talks

A MEETING WITH MR. DULLES: Mr. Nehru waves outside Blair House, the President's Guest House in Washington, as Mr. Dulles arrives for discussions. The Indian Prime Minister was given an enthusiastic welcome in Washington, to which he had flown from London in the Presidential aircraft. In view of the American desire for closer relations with the Afro-Asian countries, the talks between Mr. Nehru and the American leaders were regarded as very important. There was believed to be considerable agreement on the Middle East. It was also hoped that the marked differences which have hitherto existed between America and India over China and the Far East might be resolved and that India might become a "bridge" between East and West.

A UNANIMOUS OCCASION: From the left Mr. Sobolev (Russia), Sir Pierson Dixon (United Kingdom), Mr. Cabot Lodge (United States) and Dr. Nincic (Yugoslavia) raise their hands at the Security Council to vote together for the admission of Japan to the United Nations. A few days later Mr. Shigemitsu, the Foreign Minister of Japan, took his place in the United Nations Assembly amid acclamation. He was welcomed by Prince Wan of Siam, the President, and among those who expressed satisfaction at Japan's admission was Sir Pierson Dixon. He said he looked forward to the closest co-operation with the new member. Mr. Shigemitsu spoke of his country's wish for "the fusion of the civilisations of the Orient and the Occident."

JAPAN IN THE U.N.

The Eightieth Member is Unanimously Admitted

On right—

CONGRATULATIONS FOR THE NEW MEMBER: Dr. Belaunde, of Peru (left), Chairman of the Security Council, shakes the hand of Mr. Toshikazu, the Japanese Observer, after the Council had voted to admit his country to the U.N. Japan is the eightieth member of U.N.

PROGRESS IN VERTICAL TAKE-OFF AIRCRAFT: The "Flying Bedstead," as the now-familiar Rolls-Royce experimental vertical take-off machine was christened, hovers over an airfield during trials. It has been investigating problems connected with its unconventional mode of flight. Now, research undertaken with Britain's first V.T.O. aircraft has led to the development of the Short SC 1.

BRITAIN'S NEW CONVERTIPLANE: The SC 1, built Short Bros. and Harland, the famous aircr manufacturers, has been undergoing taxi- trials at Sydenham Airport, Belfast. The SC is a delta-winged machine of conventional aircr appearance, but jet motors thrusting downwards ena it to take-off and land vertically. It is also desig for forward flight by jet, and, being a convertipla it can "convert" from vertical to forward flig

BRITAIN'S VERTICAL TAKE-OFF AIRCRAFT

The New Short SC 1 has been Developed fro the "Flying Bedstead" and puts Britain Fi in the Field of Vertical Take-off Aircraft

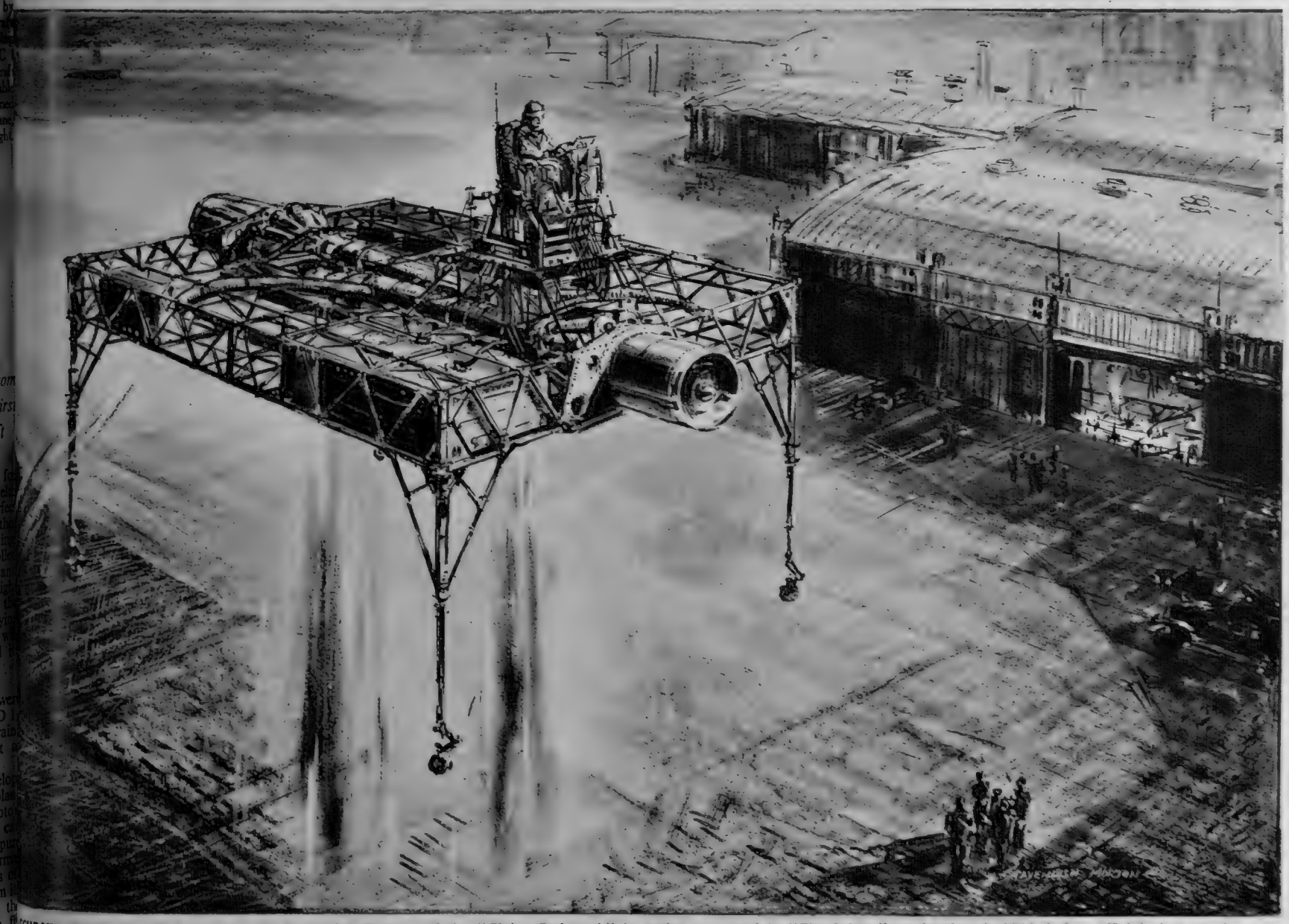
Any really modern airfield will demonstrate to the visitor why it is that aircraft manufacturers in Britain, America and other nations are spending much time and money on the development of aeroplanes which are able to take-off vertically, in no more space than their own bulk occupies. The wastage of many square miles of arable and pasture land to build runways for modern aircraft is unavoidable if conventional planes are always to be used. More and more land which could otherwise produce food will be lost as aircraft become larger and need more room to land and take-off, quite apart from the inevitable increase in the number of airfields. Vertical take-off aircraft can also operate from areas where large airfields are impossible; where the landing ground is rough or where the terrain is mountainous or thickly clad with vegetation.

One form of vertical take-off aircraft is the convertiplane, so called because it can "convert" from vertical to forward flight in mid-air using propellers or jets for lifting and for normal flight. A convertiplane should be able to travel forwards at speeds comparable with those of a conventional aircraft, which the helicopter, in its present form, cannot attain. For this reason the convertiplane is the most likely form that V.T.O.L. (vertical take-off and landing) aircraft to replace normal aircraft will take. In the case of some convertiplanes, their vertical "lift" is achieved by helicopter-type rotors, but if downward-thrusting jet engines are used, the design is far more efficient. The Rolls-Royce "Flying Bedstead" was designed as a flying experimental test-bed for this form of machine. Invaluable lessons were learnt in attacking the difficult problems of stability. It was found that the trim of a V.T.O.L. aircraft could be adjusted by using projecting compressed-air jets. Again, an enormous amount of thrust is required to propel a V.T.O.L. aircraft vertically, and to lay it down gently when landing. Engines are under development which give as good a thrust-to-weight ratio as possible. The "Flying Bedstead" is basically a framework whose function is to support its jet engines and its control mechanism, with the pilot sitting on top. It is capable only of vertical flight.

In the latter respect, Britain's latest V.T.O.L. machine is a great advance on the "Flying Bedstead." It looks like an aeroplane, and it is designed to behave like one. The SC 1, built by Short Bros. and Harland, the famous aircraft manufacturers, has started its taxi-ing trials at Sydenham Airport, Belfast. It is expected to begin its flying tests in a few weeks. In appearance, it is a fairly conventional delta-wing plane. It is not intended as a production machine, but will be used for further research. For vertical take-off and landing, it is fitted with four Rolls-Royce RB 108 jet engines, exceptionally powerful for their weight, with outlets pointing downwards to give upward thrust. For normal forward flight once airborne, it has an additional RB 108 engine with an intake on top of the fuselage near the tailplane, and an outlet in the tail, like many jet warplanes. In any convertiplane, the most hazardous point in its flight comes when it "converts" from forward flight to vertical, or vice versa. As it changes direction, it is prone to lose its balance and to need very careful and precise trimming. Benefitting from experience of the equipment used balancing the "Flying Bedstead," the SC 1's de wings are fitted with compressed-air jets allowing perf trim to be maintained at the critical moment. Anot jet projects from the nose, preventing it from droppi The "converting" and stabilising process is control automatically by complex electronic, mechanical a hydraulic apparatus, which enables the direction of fli to be changed without losing balance. The first of SC 1's flying trials will test it as a normal forward-fly machine, taking-off in the usual fashion. Only later its potentialities for vertical flight be proved, and ability to "convert."

About a year ago it was announced that Short's w to build the SC 1, which was at first known as the PD project. The result was a combination of the bra of Short's, of the Royal Aircraft Establishment Farnborough, and of Rolls-Royce.

The United States armed forces have also been devel ing V.T.O.L. aircraft. The simplest form of convertipl is basically a helicopter, with a large horizontal ro but with one or more piston or jet engines which drive it forwards at a speed higher than that of a p helicopter. Another American type resembles a nor propeller-driven single-engined aircraft, but it takes and lands standing on its tail, obtaining "lift" from upward-pointing engine. A third type stands on ground in a normal horizontal position, but to vertically, the engines on the wings rotate into a posit pointing upwards.



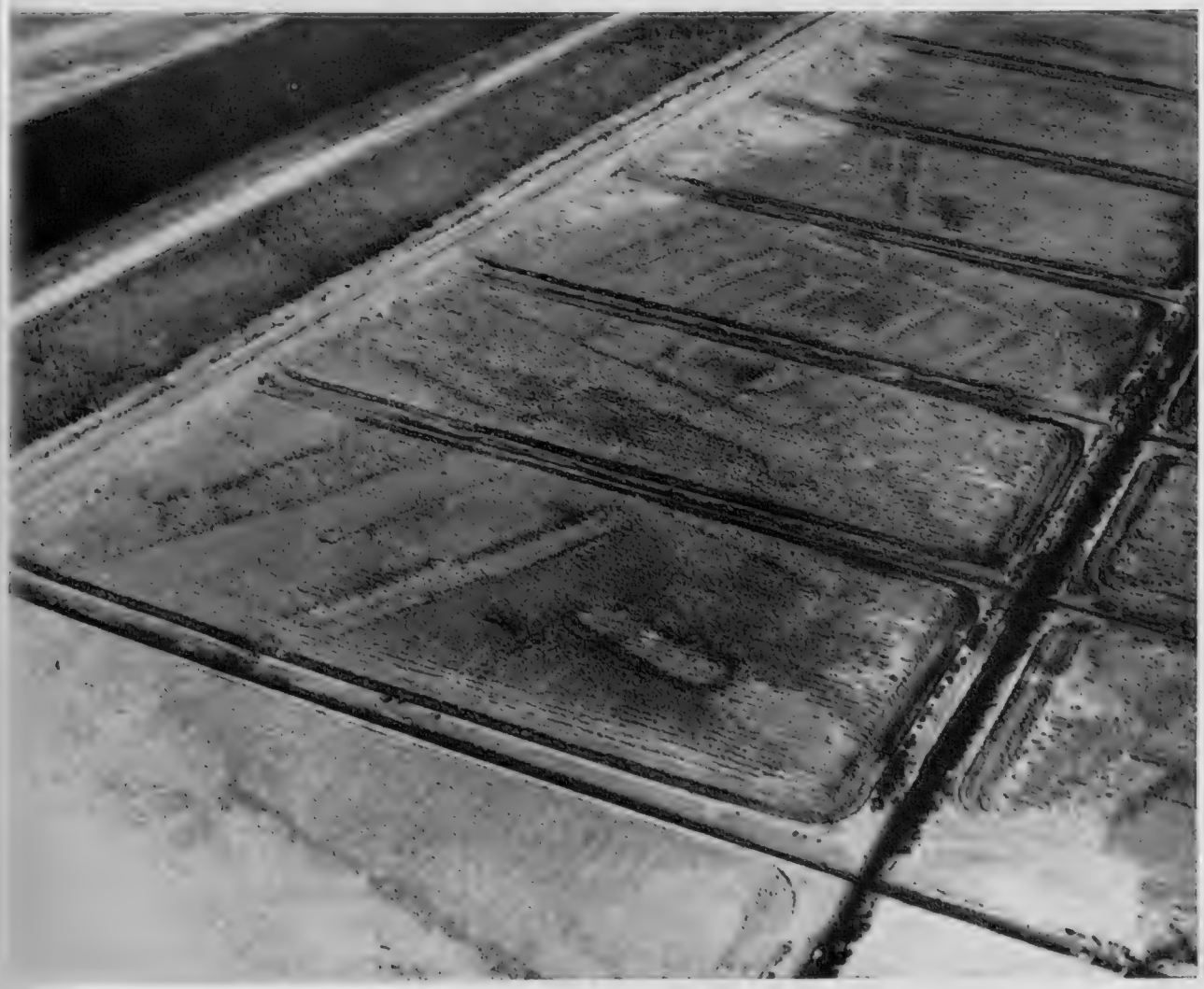
ACCURATE FORECAST : This drawing, by Cavendish Morton, of the "Flying Bedstead" in action appeared in "The Sphere" on October 9, 1954, before official photographs were released. The drawing was a reconstruction of the machine's probable appearance, pieced together from scraps of information. In the event, it was a remarkably accurate representation of the "Flying Bedstead" as it actually was. The pilot's position and the methods of propulsion and control were basically as illustrated.

SOVIET NAVAL POWER

Some of Russia's Latest Warships are Photographed

NEW PICTURES OF SOVIET WARSHIPS: The official Swedish Navy magazine *Var Marin* recently printed some photographs of Russian warships which, it was claimed, had never been previously published. The vessels illustrated included one of the new "W" class submarines (at top of page); a destroyer which may be a modified version of the Skoryi class (second from top); a type of motor-gunboat (third from top); and a frigate which may be of the new Riga class (bottom of page). Positive identification of some Soviet types is not easy. The "W" class submarine is a large ocean-going type of a surface tonnage of 2,000 tons. She is similar to the wartime German XI and XII types, and the appearance is very streamlined. Little definite information about armament is available, but the "W" class may have six 53-cm. torpedo tubes. There are two 3-in. guns. The top surface speed is 20 knots, and 16 knots submerged. The range is 20,000 miles. It is thought that eighteen or twenty are being built annually. Construction was begun in 1951, and many of the class were commissioned in 1952-56. Large numbers are stationed in the Baltic and Far East. These vessels are a few of the 400 submarines the Soviet Navy is thought to possess, most being of the ocean-going type. Over 100 are under construction at the moment. The destroyer in the picture below the submarine appears to combine the characteristics of more than one known Soviet type. She is flush-decked, which suggests an escort destroyer of the small Kola class, but her size and the configuration of her gun turrets are more similar to the Skoryi class, some of which may have been built with flush decks. But for the bridge structure, she could be a modification of the very large Tallinn class fleet destroyer. If she is of the Skoryi class, the ship is of 2,200 tons, with four 5·1-in. guns in two turrets. She has ten torpedo tubes and eighty mines. The maximum speed may be as high as 38 knots. Seventy-two Skoryi class destroyers are in service or being built, forming nearly half of Russia's destroyer strength. The general outline of the motor-gunboat is similar to some former British types. She is said to be of about 45 to 50 tons, with a speed of 40 to 45 knots. The frigate, if one of the new Riga class, is one of twelve 900-ton vessels under construction. She is armed with three 3·9-in. guns and three torpedo tubes, and the top speed is 25 knots. Russia has 300 frigates and escort vessels. She is now the world's second naval power, in terms of ships in service. Since 1945, she has built more submarines, cruisers and destroyers than all the rest of the world's navies combined. It is obvious that, in the event of a third world war, Russia wishes to be in a position to cut Nato communications on the high seas and prevent American shipping from entering the waters surrounding Europe and Asia. Her warships, although of conventional type, incorporate the latest equipment, and are fully manned and in active commission. Their crews undergo continuous training in arduous conditions.

ANCIENT SPINA RE-DISCOVERED FROM THE AIR: The main canal of the Greek-Etruscan town runs horizontally across the centre of the picture. The canal at lower right and the roads at left and in the background are modern. The grass covering the old canal is slightly fresher in colour than the surrounding earth because the canal was silted with fertile mud. On either side of the canal the buildings and streets can be seen marked by patches darker than the rest of the grass.



SPINA FOUND AGAIN

The Site of the Ancient Greek-Etruscan Town has been Found by Aerial Photography in the Po Delta, Northern Italy

One of the most successful uses of air survey in archæology has been the discovery of the Greek-Etruscan town of Spina, in the Pega Valley, near Comacchio, in the Po delta. The photographs, combined with an accurate survey of the ground, led to the discovery of a whole quarter of the ancient town under 7 ft. of mud. The quarter was built along the banks of a major canal, now covered with grass, and extended over about 850 acres. About 1½ miles to the west a smaller and more recent quarter of the city is also reported to have been uncovered. The director of the Museum of Spina, Professor N. Alfieri, has announced that the discovery was the work of Professor Valvassori, an archæologist from Ferrara.

Excavations in the Trebba Valley, which is part of the Comacchio lagoon, began in 1922 and were later continued in the Pega Valley where the town has now been found. The burial site of Spina was unearthed in the latter valley some time ago and about 2,000 tombs discovered. In April a vase in the form of a calyx crater was found on the site.

On left—

HISTORY SEEN THROUGH A PLOUGHED FIELD: The symmetrical shapes of the streets and houses of the ancient Greek-Etruscan town can be seen through the surface soil. The rectangular pattern of roads and canals is modern.

"THE MAGDALEN READING"—A PANCHROMATIC PHOTOGRAPH OF THE PAINTING BEFORE CLEANING AND RESTORATION: It is a fragment of an altar-piece by Rogier van der Weyden (c. 1400-1473), and is in the collection of the National Gallery in Trafalgar Square. In the recent cleaning and restoration by the Gallery's Conservation Department the over-painting of the whole background has been removed, to reveal the original work of the artist. Investigations were first made in 1927, and after a series of experiments, X-ray photographs and X-radiographs, the decision to remove all the accretions was made in 1955. The work of cleaning and restoration was completed in March of this year and the picture is now on exhibition in the Gallery.

AN X-RADIOGRAPH BEFORE CLEANING: This is the detail in the upper left section of the picture behind the Magdalen's right shoulder. It reveals some drapery in the centre from which protrudes a hand holding a string of beads. These were later identified as a rosary, and the drapery the quiet blue mantle of a figure which is probably St. Joseph. In the top left-hand corner the bars of a window are visible, and on the left is the drapery of another figure. *On right*—The photograph taken in 1955 shows the picture after the completion of the cleaning but before the restoration.

A BACKGROUND REVEALED

National Gallery Restorers Clean van der Weyden's "The Magdalen Reading" and Uncover the Original Background

AN IMPORTANT STAGE IN THE PRELIMINARY INVESTIGATIONS: This is an infra-red photograph of the painting taken in 1951, before the cleaning. Infra-red rays penetrate far more into the picture than ultra-violet rays, and are therefore useful to study the paint surface beneath layers of dirt and varnish, and also to reveal under-drawing and modelling beneath the paint surface.

"THE MAGDALEN READING" IS REVEALED IN ALL ITS SPLENDOUR: The fragment of the altar-piece by van der Weyden, as it appears after cleaning and restoration. The landscape is of a river "meandering between green banks." In a report on the cleaning and restoration the National Gallery state: "A great change even in the figure of the Magdalen herself has been wrought by the removal of the varnish and of repaint which had by no means all been necessary. With the brilliance of the flesh-painting and of the remarkable apple-green of the fur-lined gown, which is set off by the scarlet cushion, she has become one of the most radiant of van der Weyden's women."

...e of the most prominent examples of cleaning and restoration announced by the Trustees of the ...onal Gallery in their report of activities between ...ary 1955 and June 1956 is the "The Magdalen ...ding," by the Flemish painter Rogier van der Wey... The painting, which is a fragment of an altar-piece, ...acquired by the Gallery in 1860, but it was not until ...7, when the over-painting of the whole background ...become obvious through deterioration, that investi...ons began to reveal a rosary and certain objects to ...ft of the figure. An X-ray photograph was made and ...vate restorer was called in to make an experiment ...emoving some of the turbid and unpleasant brown. ...came to the conclusion that the uncovered part had ...little substance. It could only have been "sketched ...on the panel," or, if it were fully painted, subsequently ...most completely erased." In fact, the restorer had ...removed enough of the repaint, and the objects can now be seen to have been completed, like the rest of the picture, by van der Weyden.

In 1952, after X-radiographs of the picture had been taken with improved techniques, thorough cleaning tests revealed that the original background of the picture had been completely carried out and that the over-painting could be removed without causing damage. Three years later, removal of the accretions was begun and within eight months the picture was ready for exhibition again, the entire background proving particularly well preserved.

The National Gallery, January 1955—June 1956 (published by the Trustees at 12s. 6d.), records that the figure of the Magdalen has been fully restored after a number of fundamental losses. The fact that all the figures in this fragment are turned in the same direction suggests that even if it were completed at the top it would still be less than half of the altar-piece from which it comes.

The whole treatment of pictures in the Conservation Department is carefully recorded in writing and photographs. At present the work of the Conservation Department is carried on in rooms which were originally intended for exhibition purposes, and the restorers are working under difficulties of every kind. But there are plans for rebuilding and the intention is for the Department to be allocated new accommodation. The rebuilding programme also includes the extension of the air-conditioning scheme, and the Trustees urge that the proper preservation of many pictures depends upon the scheme, and plead strongly that it may be put into execution without delay.

A full description of the work of the National Gallery's Conservation Department was published in the April 14 issue of THE SPHERE, with an article by A. W. Lucas, the Chief Restorer, and a series of explanatory photographs.

"THE WAY OF THE WORLD"

The Current Production at the Saville Theatre in London

William Congreve wrote *The Way of the World* as a polemic against Jeremy Collier's attacks on the immorality of the then new Restoration stage. It was produced in 1700 and was received indifferently, as is not infrequently the case with works which are later to become classics. It was probably because of this lack of appreciation by the public that the author wrote no more plays, although he lived for another twenty-nine years.

The last comedy of Congreve is perhaps not his best. The palm is usually awarded to *Love for Love*, written five years earlier. But *The Way of the World* is an excellent example of witty and artificial Restoration comedy.

Currently it is being revived at the Saville Theatre, the fifth in the season of classical plays which John Clements has presented there. Mr. Clements not only directs, he also has the part of the self-assured cynic who falls in love with Mrs. Millamant. It is on Millamant that the whole play depends, for it is through her that society and fashion of 250 years ago are seen with the author's irony, wit and paradox. In this role, Kay Hammond gives full measure to the affectation required of her, but misses some of the other shades of the character.

In the rest of the cast Anne Leon is a notable Foible and Margaret Rutherford repeats her richly characteristic presentation of Lady Wishfort. Doris Zinkeisen is responsible for the charmingly colourful settings and the costumes.

IN CONGREVE'S CLASSIC COMEDY : Anne Leon (left) as Foible and Margaret Rutherford (Lady Wishfort) in *The Way of the World*, at the Saville Theatre, London. Congreve's comedy is the current and fifth production in the season of classical plays being presented at this theatre by John Clements. Setting and costumes for *The Way of the World* are by Doris Zinkeisen.

ACTOR-MANAGER AND LEADING ACTRESS: John Clements, who plays the self-assured and cynical Mirabell, also presents and directs *The Way of the World*. With him in this scene is Kay Hammond as Mrs. Millamant, the part round which the whole plot is woven in this comedy of manners.

THE FASHIONS OF 1700: From the left are Valerie Hanson (Mrs. Fainall); Reginald Beckwith (Witwoud); Geoffrey Dunn (Petulant) and Kay Hammond (Mrs. Millamant) in Act Three of *The Way of the World*.

A RESTORATION ARISTOCRAT: Margaret Rutherford (sitting) is Lady Wishfort. With her are Margaretta Scott in the role of Mrs. Marwood and Douglas Wilmer (Fainall), in the Saville Theatre production.

SCOTLAND'S UNIVERSITIES

From St. Andrews, the oldest, to Glasgow, Edinburgh and Aberdeen

The four Universities of Scotland have an excellent claim to antiquity. St. Andrews, Glasgow, and Aberdeen are fifteenth-century foundations while Edinburgh already has nearly 400 years of academic history to look back on. This long tradition of university life has confirmed the four foundations in their special characteristics as national seats of learning in which are reflected some five centuries of Scottish history.

The oldest of the four universities is St. Andrews, which was confirmed by Papal Bulls in 1413, three years after its incorporation. When it was established the little town of St. Andrews was on one of the main sea routes from the Continent which would probably explain why it became not only the site of the first university in Scotland but also the ecclesiastical capital of the country. The Church had much to do with the establishment of the university for its original founder in 1410 was Henry Wardlaw, Bishop of St. Andrews, while the College of Saint Salvator was founded by Bishop Kennedy in 1450. In 1537 the original university was made into the College of Saint Mary, which is now confined to the study of Divinity.

Despite Dr. Johnson's pessimism in the eighteenth century, when the university was at a very low ebb, St. Andrews to-day is as vigorous and sturdy as at its inception. The work is now done not only in St. Andrews itself but also in the city of Dundee. In common with the other Scottish universities the main problem to-day is how and where to expand in order to keep up with the continually increasing numbers who seek admittance every year. Although St. Andrews has always given preference to would-be students from the neighbouring counties it has never been a purely local university.

To-day it has something of a cosmopolitan air and the flow of undergraduates from home and abroad is presenting problems which must be solved. Apart from the inevitable student residences, which will be required by a university which has always prided itself on its tradition of residence in college, there is also a need for new buildings for physics, chemistry and biology as well as a science library. In Dundee the need is equally great for a new library, a college hall, enlarged teaching accommodation—primarily for mathematics, law and education—and a new medical school.

Faced with rather similar difficulties is the second oldest university in Scotland, that of Glasgow, founded in 1451 by Bishop Turnbull. Unlike the other three universities, Glasgow has lost its ancient home. For

(*Continued on following pages*)

ST. ANDREWS, THE OLDEST UNIVERSITY IN SCOTLAND: Queen Mary's thorn tree, centre, spreads its branches in an ancient corner of the university. St. Andrews was incorporated in 1410 and confirmed in its establishment by Papal Bulls in 1413. To-day the university works in St. Andrews and Dundee, where Queen's College is situated.

THE "LONG WALK" ON SUNDAY MORNING: The traditional walk takes place every Sunday after chapel, when the undergraduates make their way in procession through St. Andrews and along the breakwater.

THE LIBRARY AND READING ROOM OF ST. ANDREWS UNIVERSITY: As a centre of learning the town was noted long before the establishment of the university by Henry Wardlaw, Bishop of St. Andrews, in the fifteenth century. The schools of St. Andrews were already famous in 1120.

GLASGOW UNIVERSITY DOMINATING THE CITY: The main buildings of the university on Gilmorehill dominate the skyline in the west of the city. Founded in 1451 by William Turnbull, Bishop of Glasgow, the university was centred in the High Street, where it remained for about four centuries. In 1870 a new site was bought on Gilmorehill where the present buildings were erected on a crest amid trees and shrubs.

On right—

THE INTERIOR OF GLASGOW UNIVERSITY CHAPEL: It was Bishop Turnbull who persuaded both the Pope and the King to help him establish a university in his western diocese to match the splendour of St. Andrews, where he himself had studied. Glasgow thus became the second university to be founded in Scotland.

THE LIBRARY AND READING ROOM AT EDINBURGH UNIVERSITY: universities, it can still look back on nearly 400 years when the Town Council succeeded in obtaining a Charter

THE EARLY SIXTEENTH-CENTURY UNIVERSITY CHAPEL OF by a stone crown—the Imperial Crown of Charlemagne. blend admirably with the modern stained-glass. The tomb

SCOTLAND'S UNIVERSITIES

(*Continued from previous page*)

over 400 years the university lay to the east of the High Street close to its mother cathedral. But in 1870 the pressure of a rapidly expanding city forced it to seek new land on Gilmorehill, overlooking the city. To-day even that site is too small and the university must find more space for its growing range of studies.

Glasgow, in common with all universities, has had its years of especial greatness. One such period of intellectual brilliance is still within the memory of its most senior graduates—the era of Kelvin, McEwen, the Cairds, Sir Richard Jebb, Gilbert Murray and A. C. Bradley. But perhaps the most influential of all its moments of greatness was that period in the second half of the eighteenth century when Adam Smith held the Chair of Moral Philosophy and Joseph Black was carrying out his work on latent heat which prepared the way for the inventive genius of James Watt. Their combined influence gave a strong impetus to the nascent Industrial Revolution.

The third of Scotland's seats of learning, Aberdeen, did not become a united university until the year 1860. Until then there had been two colleges in Aberdeen, each conferring its own degrees. The elder of these was King's College which was founded in the reign of James IV in 1494. Marischal College, the second of the two, was set up in 1593 by Earl Marischal. After long controversies the two colleges became the united University of Aberdeen in 1860. Since 1914 the undergraduate population has almost exactly doubled itself but the university is still in the fortunate position of having more room available when it is required. Despite the increase in numbers and the vast progress in teaching and application of science and engineering, the Arts faculty remains the largest, and each year about half the number of freshmen enter it. The Faculty of Science comes second from the point of view of numbers.

Edinburgh is the youngest of the four universities, being founded in 1583 and receiving the same privileges as the other Scottish universities in 1621. For many years the control of the university lay in the hands of the Town Council until a new constitution was granted in 1858 conferring autonomy on the university's own administration. At the present moment the numbers of

Although Edinburgh is the youngest of Scotland's four ... academic history. The university was founded in 1583, ... from King James VI permitting them to found a college.

ABERDEEN : The chapel dates from 1500 and is surmounted ... contains contemporary oak stalls and choir screen which ... the founder, Bishop Elphinstone, is also in the chapel.

undergraduates has risen to close on 6,000 and the question of suitable accommodation is just as pressing in Edinburgh as it is in Glasgow and St. Andrews. The present buildings begun in 1789 occupy the site of Kirk o' Field. Despite a temptation to find a new site to allow expansion the university has decided to adhere to its traditional precincts. With the approval of the city planning authorities an area between the Old College and the Meadows has been earmarked for future university expansion. An extensive building programme is thus before the authorities during the next few decades.

These four ancient seats of learning are Scotland's pride. Despite the pressure of the modern world they maintain the long traditions and the broad outlook on life which has enabled them to survive the strain of centuries, and which should enable them to surmount any difficulties they may encounter in the future.

THE QUADRANGLE OF EDINBURGH UNIVERSITY : The original faculties of Arts and Divinity have in the course of time been joined by those of Law, Medicine, Science and Music. The city council, the descendant of the town council which originally received the charter, still has some representation on the University's governing body.

MARISCHAL COLLEGE, UNIVERSITY OF ABERDEEN : Down to 1860 there were two universities in Aberdeen, both conferring degrees. One was King's College, founded in 1494, the other Marischal College, established by George Keith, Earl Marischal in 1593. After a long controversy the two colleges were united in 1860.

MORE TRAFFIC FOR THE CANALS

The Petrol Shortage is Causing Several Midland Firms to Send More Goods by Water

The English canals which were dug from the eighteenth century onwards to link the Thames, Severn, Mersey and Humber have been in neglect for some time. But the present petrol shortage is bringing new business to these old waterways which could conceivably rejuvenate them and make them again, at least temporarily, the commercial arteries of the country.

The centre of the canal network is Birmingham, where a start with extra canal traffic has already been made. British Waterways, South-Western Division, has recently accepted an offer to carry some 20 tons of electrical goods weekly from Birmingham to London. This new type of cargo for the canals will possibly be raised later to 60 tons, and British Waterways are hopeful that the firm concerned in the movement of these goods will continue to use the waterways even when the petrol shortage has ended. In addition, some barges have started to carry steel tubes from the Midlands to the capital. Before petrol rationing these would have gone by road. There have been other inquiries from interested firms concerning the possibilities of traffic to London but the number of barges available in this direction is limited, since most of the boats returning from the Midlands are already engaged to carry coal.

AT BOW LOCK, ON THE RIVER LEE, IN EAST LONDON: Great activity takes place near the lock as tugs take up their barges for transportation up-river. There are signs that the present petrol shortage is bringing new business to the under-employed waterways. The canals in the Midlands, with Birmingham in the centre, are likely to be used more extensively.

BARGES IN BOW LOCK: *Above*—A barge loaded with timber passes through the Bow lock, on the River Lee, in East London. *Below*—A motorised canal barge pushes a cargo barge into the lock.

LOADING BARGES AT BRENTFORD: *Above*—A mobile crane lifts barrels into a canal barge at the British Waterways' depot at Brentford. *Below*—Another view of the same depot. Increased trade between London and the Midlands has begun in many of the goods usually taken by road, such as electrical equipment.

"The Sphere's" Review of 1956

Significant Events of the Year Recalled by a Selection of the Best Pictures already Published in Our News Pages

JANUARY

Jewish students demonstrate in New York against Sir Anthony Eden's "Pro-Arab" policy.

Nasser proclaims a new Egyptian Constitution.

When Sir Anthony Eden arrived in New York at the end of the month for his first visit to America as Prime Minister, he was met by demonstrations organised by Jewish students. Those taking part waved banners proclaiming "Eden Go Home" and "No Munich Policy for Israel," and carried coffins with the name of Neville Chamberlain inscribed on them. The purpose of the agitation was to draw attention to what was believed to be Britain's pro-Arab policy in the Middle East. It was understood that Sir Anthony and President Eisenhower discussed joint Anglo-American policy in that area.

Earlier, in Cairo, Colonel Nasser had proclaimed Egypt a republic. He continued as President and Prime Minister, with a new single-chamber National Assembly. Elsewhere in the world in January, the news-focus was on Cyprus, where EOKA terrorism included the murder of a British officer in a Nicosia Street, and on the Sudan, which became an independent "democratic" republic, soon to join the Arab League.

FEBRUARY

At the Durbar before the Queen in Kaduna, in Nigeria.

Building the base for the British South Pole Expedition.

The Queen and the Duke of Edinburgh made a three-week tour in Nigeria, the first visit of a reigning Sovereign there. Travelling mainly by air, they covered enormous distances in the three Regions, saw a great many sides of the people's life and were welcomed at numerous spectacles, including Durbars.

In the Antarctic Dr. Fuchs and his companions of the British trans-Antarctic Expedition set up their base in Vahsel Bay. They had made an epic voyage through the ice-packed seas to reach the site. Eight men were left there and Dr. Fuchs returned home to make his final plans for the Polar crossing next year. In London many weekly newspapers and periodicals stopped publication because of a dispute regarding their printers' wages.

MARCH

Archbishop Makarios steps ashore to start his exile in the Seychelles Islands.

Mr. Malenkov at the Grand National at Aintree.

Sir John Harding, the Governor, took his strongest action to date in Cyprus by ordering the deportation of Archbishop Makarios, the Greek Cypriot leader. The order was executed in great secrecy and the Archbishop was taken to exile in the Seychelles Islands. Later on, much evidence was produced alleging his complicity in EOKA terrorism, which did not, however, decrease with his departure, and British opinion was by no means unanimous on the wisdom of keeping the Archbishop in exile.

The event of the month in Britain was the visit of Mr. Malenkov, Soviet Minister of Power Stations and former right-hand man of Stalin. He toured industrial plants, attended sporting fixtures and in Scotland paid tribute to Robert Burns. His breezy manner made a good impression and helped in the general improvement in Anglo-Soviet relations.

"The Sphere's"

APRIL

U.N. investigates Egyptian commando raids into Israel.

The Prime Minister welcomes Marshal Bulganin and Mr. Khrushchev to London.

Trouble flared up in the Middle East when Egyptian Fedayeen (Commandos) made raids into Israeli territory, attacking road and rail communications and water installations. Several civilians were killed. This Egyptian action followed a visit by Mr. Hammarskjold to Cairo, after which the Secretary-General of the United Nations had reported both Egypt and Israel would refrain from retaliatory measures.

The "new look" in Anglo-Soviet relations reached its climax with the arrival of Marshal Bulganin and Mr. Khrushchev for their much-heralded visit to Britain. They brought with them in their considerable retinue a number of distinguished Soviet scientists, and in their crowded programme they spent a day at Britain's Atomic Research Establishment at Harwell. On another occasion they were received by the Queen at Windsor Castle. They presented gifts to Her Majesty, the Duke of Edinburgh, the Duke of Cornwall, and Princess Anne.

MAY

Death sentences in Cyprus cause Athens' bloodiest riots in twelve years.

Britain's third atomic test takes place on Montebello.

Two terrorists found guilty respectively of murdering a Greek-Cypriot policeman and a British business-man were condemned to death in Nicosia. As soon as it was known that Sir John Harding had confirmed the sentences, violent reaction broke out in Athens. The Greek Primate addressed a monster demonstration of protest. In spite of his appeal for calm, mobs proceeded to run riot and the Greek capital was given over to its worst day of disorder since the Communist uprising of 1944. In Cyprus, terrorist threats against the life of the Governor were renewed.

On the other side of the globe, at Montebello Island, off the Australian coast, British scientists carried out Britain's third nuclear test scheduled for the year. Although it was described as small and unspectacular, the force of the explosion was a surprise to those who witnessed it. Over a minute passed before the sound from the mushroom cloud reached the observers watching twelve miles away.

JUNE

The last British troops leave the Suez Canal Zone.

Tanks patrol the Polish city of Poznan after the workers' uprising.

Brigadier J. H. S. Lacey, seen on the right in the first picture for this month, commanded the final British force to evacuate the Suez Canal Zone. He and his troops were seen off from Port Said by Egyptian officers. The scene was one of normal and expected military dignity. But in the background the Egyptian Press and radio were carrying on a most abusive campaign against the British. With the departure of the troops, some 4,000 civilians were to remain in the Zone for seven years to help the Egyptians operate the base.

June was in every sense the turning-point of the year. For before its end came the news of the uprising of the workers in the Polish industrial city of Poznan against the Soviet domination of their country. Although many were arrested, their action caused world-wide attention and started a new chapter in post-war history of the Soviet Union's relations with its satellite States.

Review of 1956

JULY

A vast crowd listens to Nasser announce the Suez Canal is nationalised.

Jim Laker makes cricket history at Manchester.

On July 26 Colonel Nasser announced to wildly-cheering crowds in Alexandria that Egypt was taking over the Suez Canal immediately. The revenues would be used to build the Aswan High Dam, the project from which the Americans and British had recently withdrawn their financial support. The Egyptian President said that a new Egyptian Canal authority would displace the International Suez Canal Company. At once the world was precipitated into a major crisis. The International Company had been guaranteed by international treaties, and Britain, France and the United States consulted straightway on the means of meeting this very grave threat to the international convention on the Canal. The stage was set for a drama which was to have the most far-reaching results.

In England the month, as usual, was devoted to sport, Laker performing the unique feat of taking nineteen Australian wickets in the Manchester Test.

AUGUST

Military airlift to the Mediterranean—British infantry emplane at Hurn.

Sir Anthony Eden opens the first London conference on Suez.

Britain and France denounced Colonel Nasser's nationalisation of the Suez Canal and took certain precautionary military measures. In Britain these included the recall to the Colours of some 20,000 reservists and troop movements to unknown destinations in the Mediterranean. Some units were sent by air by the new B.O.A.C. Britannias. On the diplomatic front the result of the Anglo-French-American talks was the summoning of a conference in London (later known as the First Suez Conference).

It was attended by twenty-two nations, all of whom had an interest in the hitherto international waterway. Very soon delegates were divided into two groups, the majority with the Western Powers, a small minority with Mr. Shepilov, the Soviet Foreign Minister. At the end, eighteen of the nations favoured international control of the Canal. They agreed on plans which they hoped would keep it a world waterway.

SEPTEMBER

A British pilot leaves his duties on the Suez Canal.

Time is running out—delegates consult their watches after the second Suez conference.

Colonel Nasser had breathed many threats against the employees of the old Suez Company if they refused to work for his new Egyptian authority. However, when the vast majority indicated that they had no intention of continuing, the Egyptian President allowed British pilots and many others to leave for home. Their departure led to a delay in the passage of such shipping as was still prepared to go through the Canal with the pilots of the new management which the Egyptian President had appointed.

In spite of failure to come to any agreement with Colonel Nasser, the Powers favouring international control met for a second time in London to found the Suez Canal Users' Association, the purpose of which was to maintain international rights for all nations in the canal. But perhaps the most significant picture was as some of the delegates left Lancaster House. They were all looking at their watches. Time was running out.

"The Sphere's" Review of 1956

OCTOBER

Gomulka speaks in Warsaw after the popular uprising against Soviet control.

Tanks of the Red Army try to crush freedom in Budapest.

Ever since the Poznan riots there had been symptoms of discontent in Poland. Suddenly they came to a head. In many places there were uprisings against the Russians, and Mr. Gomulka, a disgraced Communist, was brought back by popular demand to be Prime Minister. In the face of this feeling, Moscow seemed prepared to compromise. Almost at once, Hungary followed the Polish example. The Hungarian revolution for national liberty followed the Kossuth pattern. Budapest and many other places became battlegrounds. Hungarian troops went over *en masse* to the popular cause, symbolised by Mr. Nagy, and an alarmed Moscow tried at first to temporise.

On Oct. 29 Israel invaded Egypt and was reported to be heading for the Suez Canal. On the following day Britain and France issued an ultimatum to both sides to stop hostilities at once. This was not accepted.

NOVEMBER

Israeli troops break the Gaza defences in their lightning campaign.

President Eisenhower and Vice-President Nixon are re-elected.

Israeli forces drove rapidly into the Sinai Peninsula and cut off Gaza, which soon surrendered. British and French aircraft bombed military installations in Egypt and their troops landed in Port Said. In Britain, public opinion was bitterly divided over the intervention. The United Nations, by a huge majority, called on Britain, France and Israel to withdraw from Egypt and drew up plans for a Middle East United Nations Police Force. Meanwhile, in Hungary the Soviet applied the most brutal measures to put down the successful rising of the people. Although thousands of Hungarians were forced to flee the country, the Magyars continued their fight. U.N. repeatedly condemned Russian action.

American foreign policy became firmer with the re-election of President Eisenhower, but in London Sir Anthony Eden suffered a breakdown in health and was ordered three weeks' holiday in Jamaica.

DECEMBER

British troops evacuate Port Said, while U.N. soldiers watch the departure.

Sir Anthony Eden returns to Downing Street from Jamaica.

The first picture for December shows the result of world opinion on the Suez issue. Having declared that they had gone to Suez to prevent a far more serious conflict which had been plotted by Russia, the British and French Governments accepted the world's unfavourable verdict and the withdrawal of the Allied forces began. The role of international police between Egypt and Israel was undertaken by a United Nations force of several nations. Sir Anthony Eden, generally regarded as the architect of the intervention, returned to London after his rest-cure in Jamaica and his future was awaited with great interest. His reappearance coincided with a new plan for Cyprus.

World opinion still seemed powerless to deal with Soviet brutality in Hungary. But as 1957 approached there was a feeling among the free peoples that possibly the agony of the past year had not been in vain. At least the United Nations appeared to have started to grow up.

HELICOPTER EXERCISES IN CYPRUS

A new Tactical Approach is Being Perfected for use Against Terrorists in the Mountains

LANDING INFANTRY FROM HELICOPTERS IN CYPRUS : A soldier of the King's Own Yorkshire Light Infantry climbs down a rope from a hovering helicopter. The troops were taking part in an exercise designed to perfect a new method of landing forces in the mountains.

A COMBINED EXERCISE : Six helicopters were used in the operation, landing in all about twenty fully-equipped soldiers. Sir John Harding has for a long time expressed the wish to be able to land small forces quickly by helicopter in the mountains. In these areas the terrain is so rugged and tree-covered that the EOKA terrorists usually find it easy to slip away from all but the largest and most thorough sweeps by the security forces. The view of the island military authorities is that it is necessary to keep up the hunt for terrorists in the mountain hide-outs so as to allow them no respite which could afford them time to recover from their recent heavy losses or reorganise their bands. One of the biggest blows to be struck against EOKA took place in the Limassol and Larnaca areas where, as a result of highly successful police and military operations, some fifty terrorists were arrested. The arrests at Limassol in particular had the additional effect of seriously disrupting the main smuggling organisation by which arms and explosives are brought into the country. An official statement announcing the arrests went on to say that there was evidence that the terrorist bands were very short of weapons and ammunition because of the persistent searches and sweeps on the island itself by the military forces and the air and sea blockades.

HELICOPTERS OVER THE KYRENIA FOOTHILLS : Two Bristol Sycamore helicopters of the R.A.F. hover over the shrub-covered foothills of the Kyrenia Mountains, in Cyprus, as troops climb down to take up firing positions. The troops and helicopters came from Nicosia.

DEPLOYING ON THE SLOPES : A party of troops landed from the helicopters deploy in open order as they begin to advance up the slopes of the foothills. This new approach will cut difficulties in mountain searches.

STAGS IN THE SNOW

The Winter Struggle for Existence in the Scottish Highlands

An example of how natural conditions overcome animal fears can be seen at this time of year every winter in the Cairngorms, in the Grampian mountains of the Highlands of Scotland. Severe gales and snows force the deer down from the hills in their foraging for food. As the temperature drops to zero, one can observe how the stags conquer their fears of men in their need for sustenance.

Over the white-clad landscape the beasts approach nearer and nearer to human habitations. Then one or two of the bolder spirits among them will go up to a kitchen door, instinctively certain that although it is a dwelling of the normal enemy Man, it is also a potential source of food. Sure enough, potato peelings and other refuse are proffered in plenty.

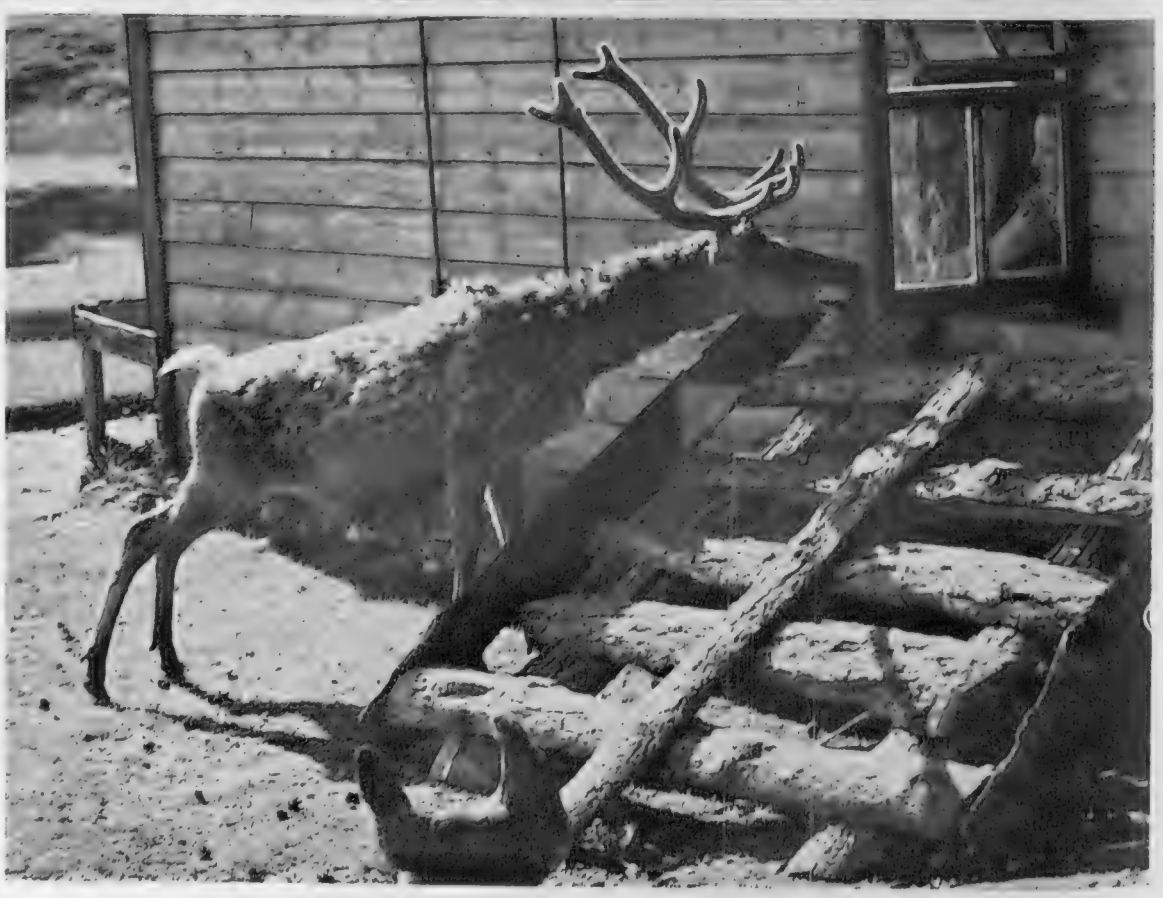
Once started, the stags rapidly form the habit of coming regularly to houses for their meals. There is even one case of a beast which used to scrape out garbage bins, until a meat tin became fastened to its leg like a spat and it was seriously lamed. Ironically, when a keeper shot it to put it out of its misery, it kicked off the tin in its death throes.

A unique and most remarkable animal was the Stag Who Came to Dinner. This was an ancient, but bold, animal who began calling at a house in winter and was duly fed. Being toothless, it came to the conclusion that a diet of potato peelings was vastly preferable to grass or anything else the land could provide in milder weather. So it continued to turn up at meal times throughout all seasons of the year until it died of old age.

A WINTER SCENE IN THE CAIRNGORMS: Stags roam through the snow in search of food under the mountains of the Grampian Highlands, in Scotland. As the temperatures drop, they come nearer to human habitations on their foraging expeditions.

On left—

A BOLD BEAST: It is approaching a fence behind which it has hopes of a kitchen and the possibility of being fed with refuse, such as potato peelings. In the extreme cold stags overcome their fear of men because of their need for food and often become regular attenders for meals at kitchen doors.



On right—

THE STAG WHO CAME TO DINNER: It is seen being fed from the window of a remote house in the Cairngorms. This beast, now dead, was unique in its habits. It started coming to the house in winter. Being old, it preferred a comfortable food supply, and so continued to attend in the summer, as shown, instead of roaming over the mountains.

ROYAL CHILDREN AT THE PANTOMIME

The Queen and Princess Margaret Take Prince Charles and Princess Anne to See "Dick Whittington"

A ROYAL VISIT TO THE THEATRE: Prince Charles and Princess Anne walk towards their car after attending a performance of *Dick Whittington* at London's Palace Theatre.

A CHRISTMAS-TIME OUTING: *Above*—The Royal children stand aside as the Queen goes forward to be welcomed at the theatre. Princess Margaret is alighting from the car. *Right*—Prince Charles leans across to speak to his sister in the Royal box. The performance of *Dick Whittington*, which preceded the opening night, was given in aid of King George's Fund for Sailors. During the interval the children had tea in an anteroom and met members of the cast led by George Formby.

SURVEYING THE SCENE INSIDE THE THEATRE: Sitting beside the Queen, Prince Charles and Princess Anne look down from the Royal box to survey the scene in the stalls. During the performance both children joined the rest of the audience in singing the pantomime song, "Ta-Ta." They were "directed" from the stage by George Formby (Idle Jack). A few days after the visit to the theatre the two children left London by train for the Christmas holiday at Sandringham.

The Sphere of Travel

AWAY FROM IT ALL

Some Suggestions for a Different Kind of Holiday in Southern Africa

By GORDON COOPER

MOST tourists to Southern Africa appear content to follow the beaten track of travel : Cape Town and the Cape Peninsula, Durban and Johannesburg, the Kruger Park and the Victoria Falls. While this kind of itinerary is attractive and rewarding, I feel that there is as great an appeal to be found in the veld, where, for a time, the visitor can get away from urban surroundings, and where he will appreciate the fundamental truth of the Zulu proverb—" Time is made for slaves." In such an environment a holiday-maker will surely find contentment and renewed health.

The " veld " is the general term used in Southern Africa to denote open country. It is a fairly elastic term and embraces karroo-veld, grass-veld, berg-veld, low-veld, high-veld, and so on. I know that to the traveller by train between Cape Town and Johannesburg the long stretch of the karroo through which he passes may, when scourged by the noonday sun, appear harsh and repellent. Yet, at sunrise and sunset and in the moonlight, it can become more gorgeous than the most splendid fabrics woven in the imagination.

Perhaps much of the veld scenery has qualities and attributes which seem taciturn and secret to the ordinary traveller. Yet, there are various areas where the appeal is immediate. I call to mind the Drakensberg Mountains which, for sublime scenery, are the chief glory of the Union of South Africa. In contrast, there is the Union's " Riviera " on the Indian Ocean—a string of lovely coastal resorts lying south of Durban. In Southern Rhodesia I place first the Inyanga National Park, with its mountains and downs and crisp, invigorating air. Then, in Nyasaland, the tourist gem and chief attraction is Lake Nyasa. Finally, in this brief survey, I suggest that Lourenço Marques, in the Portuguese Province of Mozambique, merits consideration by those wishing to see a different kind of African life and scenery.

ONE OF SOUTHERN AFRICA'S MOST POPULAR TOURIST ATTRACTIONS : The Eastern Cataract of the Victoria Falls forms an unusual view of a famous landmark in Southern Rhodesia. Nearby are a luxury hotel, an aerodrome and facilities for excursions by launch and canoe on the Zambesi.

CLIFFS IN THE DRAKENSBERG: Awe-inspiring peaks, jutting out like islands from cloud-filled valleys, are typical of this mountain range. Resorts at altitudes of 4,000 or 5,000 ft. enjoy a fine climate.

The Drakensberg range, with its majestic and awe-inspiring peaks, forms a western edge of the Garden Province of Natal. The various mountain resorts can be easily reached by local transport from the various stations between Pietermaritzburg and Ladysmith, on the main Durban-Johannesburg railway line. Good hotel accommodation is available in a number of centres, the weekly rates for board and lodging being about £5. Guests are also catered for on some of the farms.

There is poetry in the names of many of the individual mountains : Cathedral Peak, Champagne Castle (11,250 ft.), Mont-aux-Sources (10,822 ft.), Monk's Cowl, Mount Memory. It is in the folds and foothills of this magnificent inland holiday playground that one finds the small resorts, most of them lying at altitudes of between 4,000 and 5,500 ft. The climate is fine all the year round, but is especially lovely in the crisp, exhilarating and windless months of May to September. Then, too, the peaks are often snow-capped.

The recreations of the Drakensberg belong to the outdoors, and to the stimulating climate. Although you may go there with the intention of having a rest-cure, you will surely soon be tempted to go trout-fishing in clear mountain streams, hiking through wonderful scenery, climbing the lower slopes or, for the more experienced mountaineers, ascending to the rest-huts among the peaks. Then there are opportunities for horse-riding, including trail-riding in groups, with overnight stays away from the " home " establishment.

In the Drakensberg are two Reserves : the Giant's Castle Game Reserve, where there is plentiful game and bird-life, and the Royal Natal National Park, with the most spectacular scenery in the whole range. At the former, there is rest-hut accommodation, while at the latter there is a pleasant hostel at Mont-aux-Sources, where there is a majestic natural amphitheatre. In the vicinity there are also many Bushman paintings to be found on the walls of caves.

In striking contrast to the Drakensberg is Natal's south coast, an almost continuous stretch of golden sands lying between Durban and Port Alfred. In all the world this 100-mile coastline is unexcelled for those seeking warmth and beauty. On one side is the Indian Ocean, with its spectacular rollers, and on land there is a profusion of luxuriant vegetation, which makes you feel that this is the perfect sub-tropical scene. Inland are rivers with Zulu names, which flow through a beautiful countryside to reach the sea.

WEEK-ENDS IN HOLLAND

From London (Croydon Airport), Rotterdam can be reached in ninety minutes by Morton Air Services. There are two services each weekday, one on Sundays. The return fare is £14 8s. The airport at Rotterdam is only ten minutes by car from the centre of the city, while Croydon is far more conveniently reached than London Airport. For short air journeys this is an important consideration. Then, from Rotterdam the many fascinating cities and towns of western Holland can easily be reached by electric trains. The Hague is 16 miles distant, Amsterdam 45 miles away.

Six miles from Rotterdam is the first-class Delta Hotel. It has a remarkable position, for it is situated right *in* the River Maas. Its bedrooms and restaurant look out over the beauty of Holland's river landscape, while there is a constant coming and going of great steamers from every part of the world. It is a wonderful scene, quite unique of its kind. This is a week-end I can personally recommend.

The string of resorts along this coast, aced only a few miles apart, are linked to urban by rail or road services and a fine ational highway. An air service operates tween Durban and Margate. These resorts ary in size, but each has something special offer. Some, such as Margate and Scott-urgh, are quite large towns with a gay ight life, while in others you will find the most simplicity. There is a variety of orts, including some excellent golf-courses, hile boat trips and aquaplaning can be joyed on the smooth lagoons of this lyllic coast.

In Southern Rhodesia, Inyanga comes as a evelation to those who base their impressions f the country on what they see from travelling long the main railways, where the scenery is ften monotonous. Lying on the country's astern border, the region is reached from Rusapi, on the main Salisbury-Umtali railway-ine. The first 40 miles after leaving this rail-ead takes you through kopje country with ultivated farms in the long valleys. All the ime, however, the road is climbing steadily nd the character of the country changes. The cenery becomes increasingly spectacular, with ountains covered with grassland and trees, nd rivers tumbling through the valleys. There re also great stretches of rolling country etween 6,000 and 7,000 ft. high, with heather nd gorse among the grass. At this altitude he air is crisp and exhilarating and in the area pple-trees and wattles flourish.

A great part of the Inyanga district forms a National Park. It originally belonged to Cecil Rhodes, by whom it was bequeathed in trust or the benefit of the people of Southern Rhodesia. Good hotel accommodation is vailable, including the Rhodes Inyanga Hotel riginally a cottage built for Rhodes, but con-iderably enlarged), the Dannakay and the Troutbeck Inn. All these modern establish-ents have swimming-pools, tennis courts and golf-ourses. But, to the overseas visitor, the attractions hich he will find of the greatest interest are the mountains, he waterfalls, the views, the ancient ruins and the feeling f solitude.

The ruins will offer appeal to the archæologically-minded. Here you can see monuments and relics of skilled people who, at some bygone time, changed he face of the country. The hills in all directions are scarred with terraces, which were probably cultivated in former times. There are also the so-called "Slave Pits"—complicated structures built inside excavated holes 8 to 10 ft. deep. They were probably used, however, as kraals for small cattle and goats, while the platforms with which they were equipped served as a foundation for the owners' huts.

I have often found that returning to places where one has been particularly happy can be a mistake. There is so often a disillusionment. But I am sure I would not be disappointed with Lake Nyasa, or indeed with Nyasaland, for I look back on my journeys in this entrancing territory with nostalgia. Tourist conditions have improved considerably since I was there, for you can now reach Lake Nyasa from Beira by diesel rail-car in a day-and-a-half, while there are regular air services (Central African Airways) linking all main centres of the Federation with Blantyre.

Around Lake Nyasa there are four comfortable resort hotels : two at Salima, the terminus of the railway ; one at Fort Johnston and another at Monkey Bay. My own recommendation, however, for the adventurous tourist would be to make an eight-day cruise on the motor-vessel *Ilala* (600 tons). The 760-mile round trip takes in twelve ports in Nyasaland as well as two in Tanganyika. There is first-class cabin accommodation, and ample opportunities at all stops for passengers to go ashore sight-seeing. The cost of the round trip, including food, is only £19.

Apart from the glorious mountain scenery and the interesting native life, Lake Nyasa is a fisherman's paradise. Some of the fish to be caught are known nowhere else in the world.

GOLFING ON THE INDIAN OCEAN : The south coast of Natal abounds in small resorts with fine beaches. These form a string of towns lining a hundred miles of almost continuous sands between Durban and Port Alfred. All can be reached from Durban by rail, main road or air. They stand in surroundings of great natural beauty, and offer a variety of sports.

MONT-AUX-SOURCES IN NATAL : This mountain, over 10,000 ft. high, is a prominent feature of the Drakensbergs. It stands in the Royal Natal National Park, which has the most spectacular scenery of the whole range. Huts and hostels as well as hotels in this rugged country cater for hikers, climbers, trail-riders, and all visitors who are fond of more energetic kinds of recreation.

Lourenço Marques is definitely and distinctively European. The atmosphere bears a strong Portuguese impress, which is hardly surprising, for this great port and its hinterland have belonged to Portugal for over 400 years. The Polana is one of South Africa's best hotels. There are excellent bathing beaches, and a casino is the centre of a night-life which is far more lively than anything offered in neighbouring territories. The boulevards and public gardens are outstanding in beauty, and there are opportunities for excursions along first-class roads into the hinterland.

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South African Tourist Corporation, 70, Piccadilly, W.1.

Office of the High Commissioner for Rhodesia and Nyasaland Rhodesia House, Strand, W.C.2.

Portuguese Tourist Office, 20, Lower Regent Street, S.W.1.

Thos. Cook and Son Ltd., Berkeley Street, W.1 (for hotel accommodation).

The World of Books—By VERNON FANE

LETTERS AND LIVES

The Correspondence of Literary Lions; Varied Autobiographies; some Reminiscences of Travel and War; and a Selection of Thrillers

BRILLIANT, cultured, erudite, allusive, liberal: all this could be said of the correspondence between Virginia Woolf and Lytton Strachey between 1906 and Strachey's death in 1931. With equal justice it could be called intolerant, malicious and surprisingly lacking in wit. I think it was the last omission that was the least expected thing about this collection which has been edited by Mr. Leonard Woolf and Mr. James Strachey. There are, of course, some fabulous stories and some wonderful descriptions of people from this core of Bloomsbury. This is only to be expected from two of the writers who have had, particularly in Virginia Woolf's case, such a profound influence on English letters.

Altogether, VIRGINIA WOOLF AND LYTTON STRACHEY: LETTERS (Hogarth Press and Chatto and Windus. 18s.) is distinctly a literary curiosity.

FRIENDSHIP'S HARVEST (Reinhardt. 25s.) is a volume of autobiography by Miss Violet Markham, C.H., but it contains far more about others than about the author herself. Miss Markham writes about the friends she has made and retained through her long and distinguished career; about some of the famous, like her old friends, Mackenzie King and John Buchan, and about others whose names mean less to the reader until they have learned about them through this writer's eyes. Her own life of public service is, through her own reticence, only hinted at through the interests and abilities of the friends she chose—and who chose her.

Crushing down the impulse to observe that it takes all sorts to make a world, we will now consider the autobiography of Miss Jean Dawnay, an extremely pretty and, as it turns out, sensible young woman who has spent a good deal of the past nine years in progressing steadily to the top of the tree (or front of the platform) in her chosen career as MODEL GIRL (Weidenfeld and Nicolson. 18s.). Most people would agree that to hear "shop" talked intelligently has a perennial interest and so it is with this book, which will find a wide public among women readers. Miss Dawnay is candid, practical and engaging as a writer on her esoteric subject.

The amiable fantasies of Mr. James Thurber are one of the happier manifestations of literary genius and now there is a welcome new book. FURTHER FABLES FOR OUR TIME (Hamish Hamilton. 13s. 6d.) abounds in his wistful dogs (obviously suffering from an incurable form of *weltschmerz*), his affable penguins and baffled men. All the fables, as is very right and proper, have morals, though of a slightly unconventional nature.

Mrs. Alison Uttley has written a charming book of country reminiscences and country scenes, HERE 'S A NEW DAY (Faber. 15s.). She is no mean hand, either, at creating an animal kingdom of her own, as witness that immortal character, Fuzzy Peg. The present book, however, is intended primarily for grown-ups and it will, I think, be greatly enjoyed by them.

THE COLLECTOR'S WEEK-END BOOK (Seeley. 15s.) is a compact little compendium, by Mr. Frank Davis, on most of the branches of the collection of antiques, from the amateur's rather than the dealer's point of view. There are chapters on jade, on porcelain, on English furniture, clocks and watches, pewter, prints and Battersea enamels. Within its framework it is both knowledgeable and entertaining.

The next four books are concerned with some sea epics of the not too distant past. GRAF SPEE (Hodder and Stoughton. 15s.), for instance, is Mr. Michael Powell's story of the Battle of the River Plate. It was he who, with his colleague, Mr. Emeric Pressburger, wrote and produced the story as a film, and it was Mr. Powell's idea that it should be preserved more durably and perhaps more accessibly in book form.

SUBMARINES ATTACKING (William Kimber. 18s.) is at least a change from the many books about German naval warfare, for this is an account of some of the exploits of the Italian Naval Forces—exploits which some of us tend to forget for as much as ten years at a time. Admiral Aldo Cocchia was at one period during the war in command of the Italian submarine base at Bordeaux. His book has been translated by Margaret Gwyer.

THEME FOR AN UNUSUAL CALENDAR: Miss Anna Zinkeisen, the artist, points out details of her painting representing Capricorn to Mr. Charles Whitbread (left) and Mr. J. Martineau, of Whitbread and Co., Ltd., the brewers. The painting was one of a series of twelve executed by Miss Zinkeisen composing the Whitbread Calendar, which depicts the signs of the Zodiac instead of months of the year. The Calendar will be seen next year in London's Underground stations in the form of advertisement posters.

CHALLENGE TO POSEIDON (Hutchinson. 18s.) is a book of adventures in small craft on the open seas by Commander Erroll Bruce. He is something of an authority on the subject since he skippered a little ship, some 24 ft. long, across the North Atlantic about six years ago. He writes about sea adventurers, lone yachtsmen and deep-water sailors who have had more regard for adventure than security and his book is illustrated by magnificent photographs of the sea itself in many moods.

DYNAMITE FOR HIRE (Werner Laurie. 18s.) is a biography of Hein Fehler, a German naval commander, much decorated for his part in the war, tough and apparently irrepressible. Mr. A. V. Sellwood tells his story, including in it not only Fehler's war and post-war experiences, but many of his dissertations on German policy and the organisation of the German Navy under Raeder.

SECRET WEAPONS—SECRET AGENTS (Hurst and Blackett. 18s.) makes reading that is both exciting and, in certain aspects, on a heroic scale. The author is M. Jacques Bergier, a French chemical engineer of some distinction who became a spy for his country and the Allies and, with two colleagues, devoted himself to discovering information about German scientific innovations and passing them on to England. The other two died but the author continued his work as the organisation grew. The first great achievement was the discovery of Peenemunde and the threat of V1s and V2s, and the whole story is told here.

RETURN TO THE IRRAWADDY (Melrose. 25s.) is the first of two travel books this week. It has been written by that distinguished traveller and naturalist, Mr. F. Kingdon-Ward, and it should be a "must" on the list of anyone who wants to travel exotically—and by proxy. Mr. Kingdon-Ward is probably one of the greatest botanists in the world but that does not mean that his book is directed to fellow experts. On the contrary, its appeal is as wide as its theme.

AFRICA—LAND OF CONTRASTS (Harrap. 15s.) is Mr. Ronald Haines' account of a 5,000-mile safari which he and his wife undertook through Central and Southern Africa and which, understandably, took a good year to complete. Mr. Haines is a practised and successful maker of documentary films and his writing reflects some qualities necessary in that career.

The Hagenbeck family have owned circuses and a big zoo so that it is no surprise that when one of the senior members of the family, Lorenz Hagenbeck, writes his autobiography, he should call it ANIMALS ARE MY LIFE (Bodley Head. 25s.). Mr. Hagenbeck was reared in the family tradition of familiarity with wild animals, even with those, like lions and tigers, which are not generally regarded as household pets. His life story, translated by Mr. Alec Brown, has a very real interest not only for its anecdotes of animals in and out of training, but for the glimpses it gives us of the animal lover *par excellence*, who could reconcile his feeling for them with their life in a circus or a zoo.

There is scarcely room for a discussion of novels this week but I would like to recommend four thrillers and detective stories. THREE WITNESSES (Crime Club. 10s. 6d.) is especially good value as it has three Nero Wolfe stories, also featuring the egregious, milk-drinking Archie and written in Mr. Rex Stout's best vein. MURDER OF OLYMPIA (Bles. 11s. 6d.) is set in Melbourne during the preparations for this year's Olympic Games, is by Miss Margot Neville and involves some very unsportsmanlike behaviour indeed. POSTMARK MURDER (Crime Club. 10s. 6d.) is by Miss M. G. Eberhart, which should be good enough for any whodunit fan. The scene is Chicago, the time is Christmas and it has a fine, creepy atmosphere. DEATH'S BRIGHT ANGEL (Hodder and Stoughton. 11s. 6d.) is by Mr. Thurman Warriner and, while it doesn't have quite the same effect on the spine, it is a very sound and hard-to-solve mystery.

ROYAL MEMOIRS

The Autobiography of the late Princess Marie Louise

With the death of Princess Marie Louise, daughter of Princess Christian of Schleswig-Holstein and granddaughter of Queen Victoria, there passed from the scene a member of the Royal house who had not only lived to a great age but who discovered as she grew older how to adapt herself to swiftly-moving times. In her last years Princess Marie Louise set down in longhand some of the memories of her life. MY MEMORIES OF SIX REIGNS (Evans. 30s.) is not a forthright book in the rather unceremonious manner of our times. Its reticences are understandable and numerous, not least in relation to the Princess's marriage to Prince Aribert of Anhalt which ended after nine years in annulment—years to which the Princess always makes non-committal reference. This is a book of many delightful anecdotes, and perhaps what is most astonishing is the great range of years that they cover. Among her early recollections is a visit paid to her parents' home at Cumberland Lodge by Disraeli, to whom the Princess and her sister "took the most appalling objection," shrieking with rage when the great man tried to take them on his knee.

Both in the First and Second World Wars Princess Marie Louise adapted herself to many changes. Her memoirs show, indeed, how truly adaptable she was. As one of the first of the Royal Family to strap-hang in a London bus she certainly broke fresh ground. Perhaps the most dominating aspect of these memoirs is the way in which they reflect the strong bond that unites the members of the Royal Family. It is a far cry in time and circumstances from the Berlin of the '90's to London in the '50's of the twentieth century, but Princess Marie Louise traverses the years with an unquestionable and questing spirit.

Here is a travel-book which commands special attention—GRAND TOUR OF ITALY (Robert Hale. 18s.), by Eric and Barbara Whelpton. They are skilled collaborators, and in their latest volume they take us through the Italian countryside's changing panorama, with the former setting the scene and the latter explaining the painting, sculpture and much else besides that is encountered upon the way. Wherever these two authors go the people and their customs are set against the background of Italian history.

What the Whelptons do for Italy James Alan Rennie does for a much more limited, highly individual area in our own land. In ROMANTIC STRATHSPEY (Robert Hale. 21s.) he describes its history and its legends. A novelist and historian who is resident in the district, his writing abounds in vivid prose. Mr. Rennie is also a Scottish Gael weaned on tradition and tales of long ago. His whole attitude gives colour and life and character to every page.

SPECTRUM, edited by Ian Gilmour and Iain Hamilton (Longmans. 16s.), is a miscellany of contributions to *The Spectator* during the past two years. As the editors point out in their foreword, there is much in any paper which is ephemeral. But this book proves there is also a great deal which is more abiding. Home politics, foreign affairs, economics, book reviews, opinions on the arts, matters of great moment and small incidents, all have a place in this commentary on our times. Letters to the editor and even poems are included. The majority of the contributors are well-known names, whose style is rarely heavy. It is a volume which contains something for every taste and it should find a place by many bedsides.

THE ENGLISH MASTER OF ARMS (Routledge. 28s.), by J. D. Aylward, is a fascinating chapter of social history. From the twelfth to the twentieth century Mr. Aylward takes his story, showing the emergence of the master of arms, how he established his schools and how he has taught his art.

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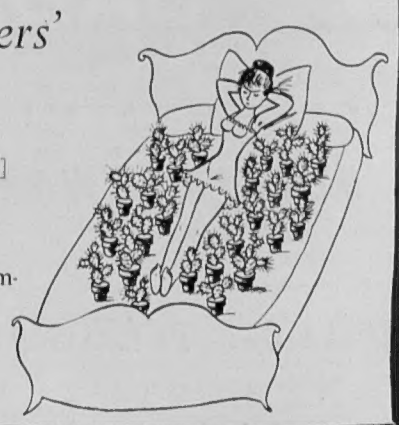

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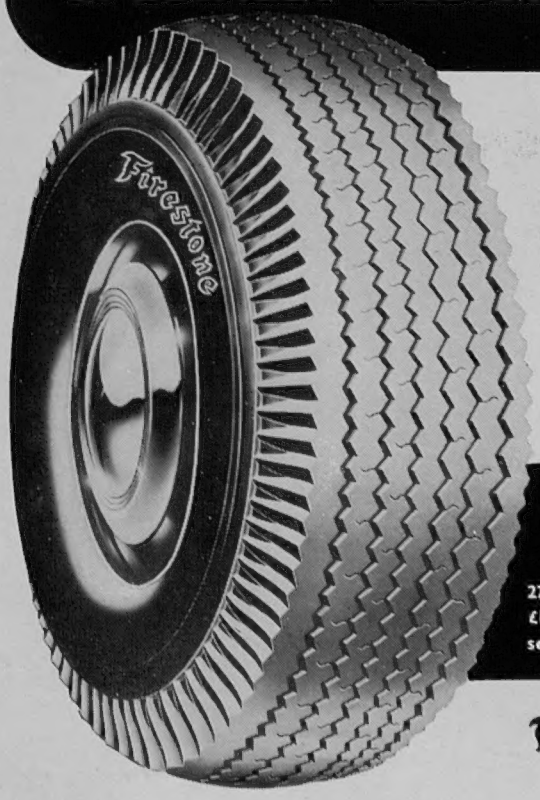

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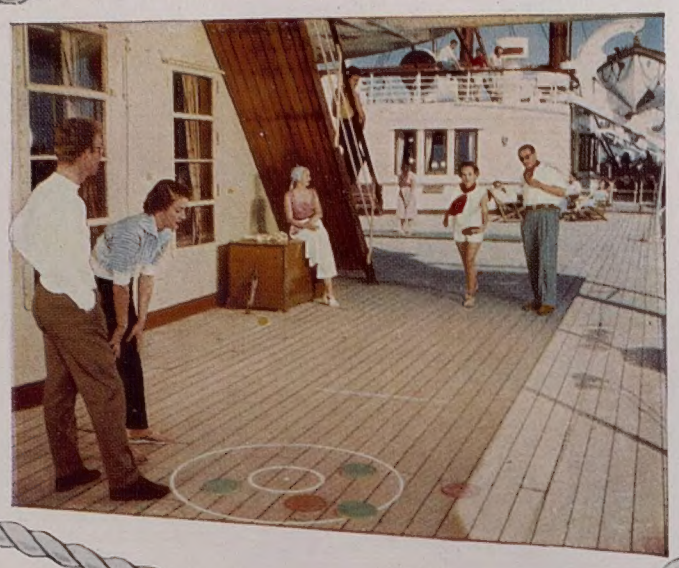

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